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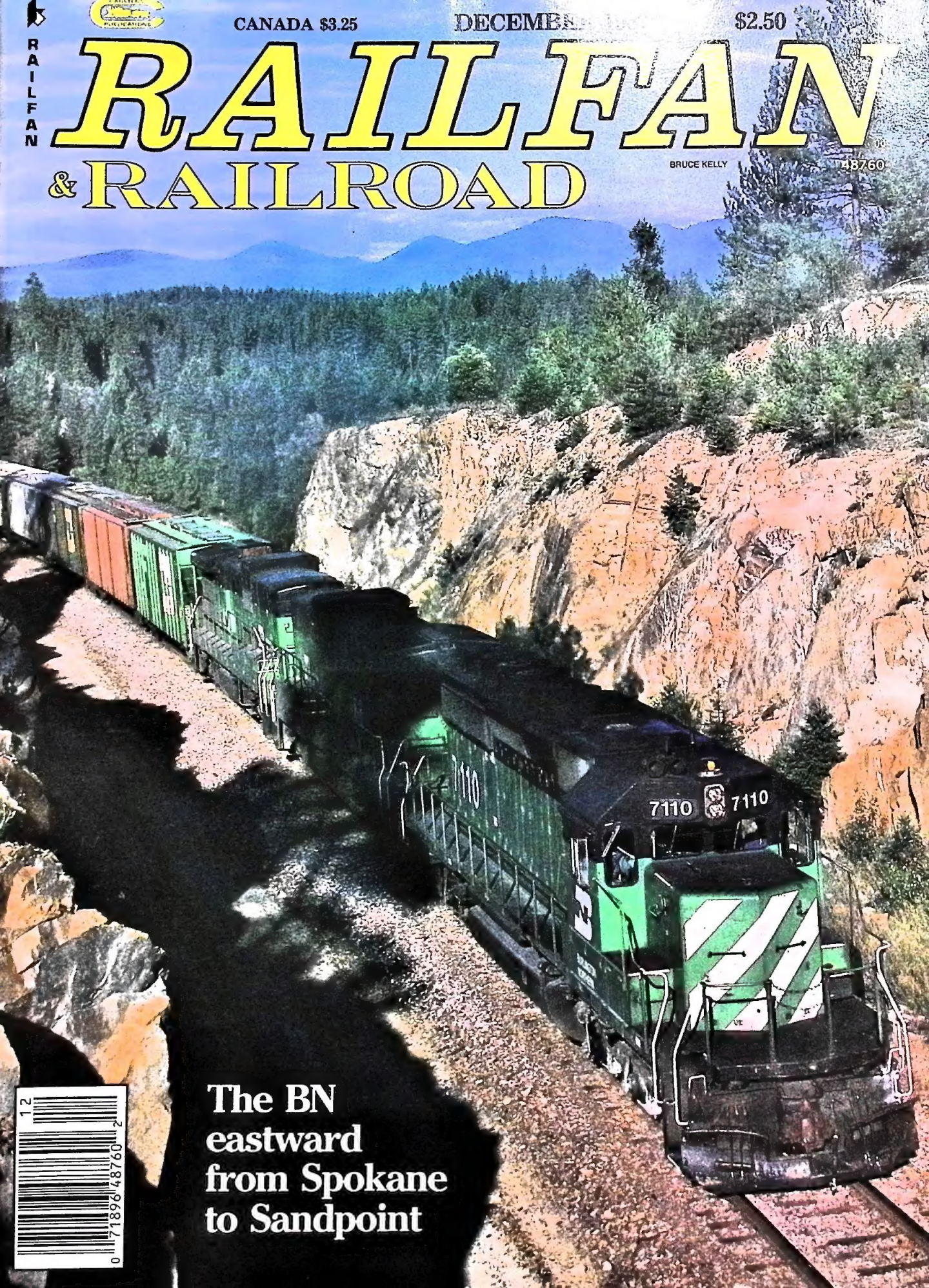

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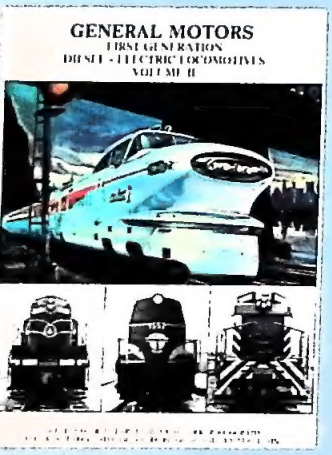

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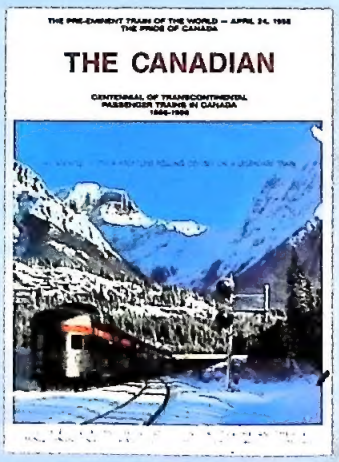

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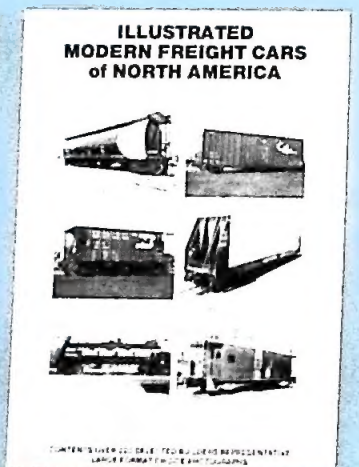

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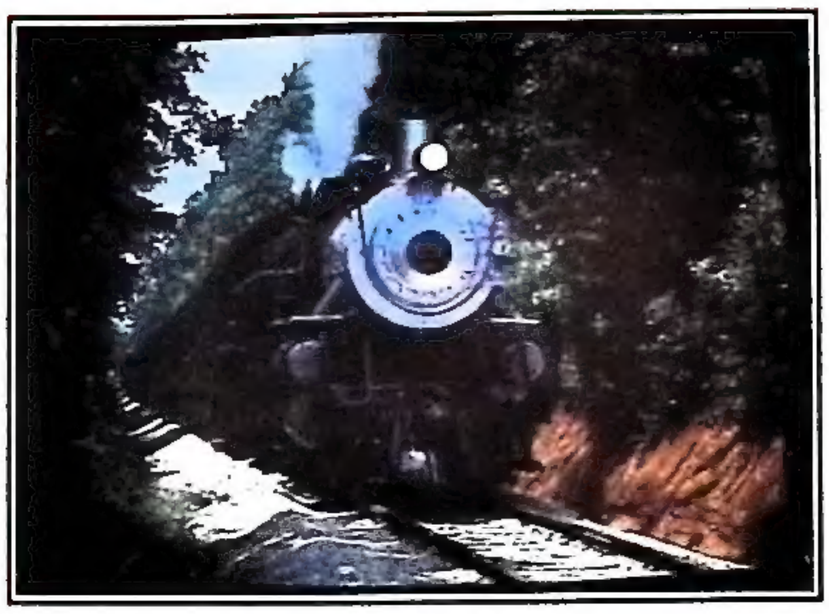

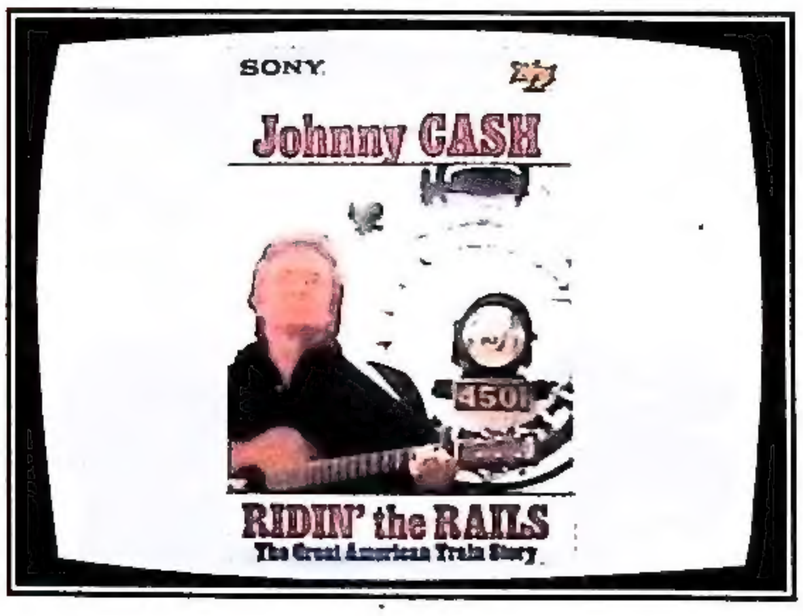

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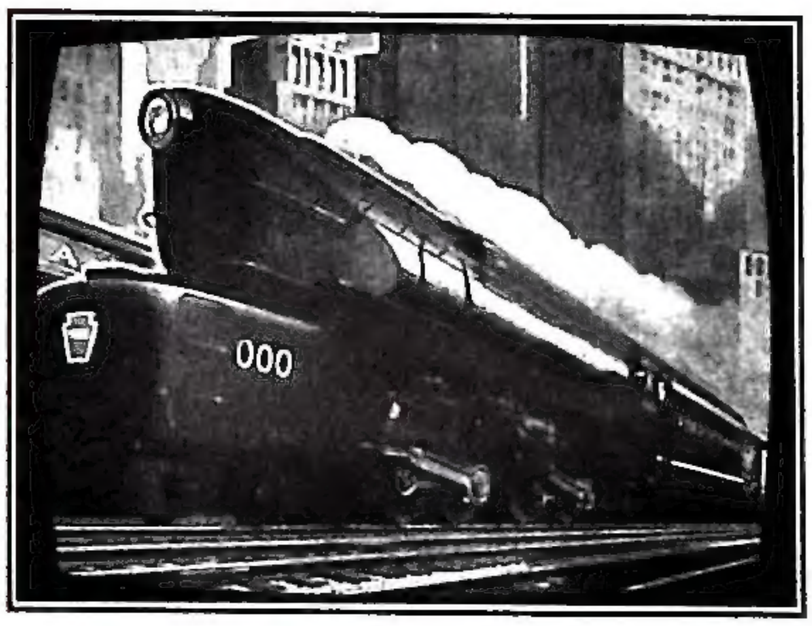

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KODACHROME: ROBERT P. KRIEGER

UNION PACIFIC paint crews in Cheyenne couldn't resist leaving the masking over the fourth digit on the 8444's cab, number boards and shield, as shown in this September 3, 1987, photo. The famous 4-8-4 will remain the "8444" in its new *Overland* colors for the time being. GP30 844 is still on the active roster.

KODACHROME: STEVE HUNTER

CANADIAN PACIFIC S3 6591, owned by the Rideau Valley Division of the Canadian Railroad Historical Association, has been repainted into its 1957 "as delivered" livery by Steve Hunter and members of the Smith's Falls Railway Museum in Smith's Falls, Ontario, where the MLW unit is on display. The photo was made in August 1987.

Railnews

NEW ROADRAILER service has been inaugurated between Detroit and Atlanta by both CSX and Norfolk Southern. The CSX trains of GM auto parts operate daily with two man crews. Southbound symbol R-211 had 28 trailers behind a C&O GP40-2 leaving Cincinnati on August 29, 1987. The first trailer is a tool and compressor car. CSX calls the new 48-foot Thrall Mark IV trailers "XpressRailers."

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From the Publisher's desk: Fighting the Phoenix

We'd seen it happen before when the Susquehanna rose from the ashes and started running "two-mile-long stack-packers" over tracks which hadn't turned a wheel in twenty years. In one case a reporter rose to the occasion with fearsome headlines on how one daily freight would cause immense traffic tie-ups at 4:00 o'clock each morning.

The news value of the operation changed as four derailments suddenly turned into gigantic headlines—and four-color photos when a highway overpass was hit by a derailment, putting the bridge out of action for several months. Here was a chance for local politicos to make headlines. And they did, although only one fire person was ever hurt with minor burns.

The initial derailments were caused primarily by the new articulated stack-pack cars which didn't have the flexibility on elevated curves of more conventional rolling stock, and like debugging a new model railroad, the trains had to find the bad spots one by one before they could be fixed. The large SD45 and F45 locos probably put more stress on the old roadway than had been expected, despite the many new ties and crushed stone which had already been laid down.

The Susquehanna spent millions installing new bridges, ties, ballast, signals and crossing gates. The political screams for abandonment of the "dangerous" line have ceased, and the local paper has run editorials commenting on the benefits to the business community now that the railroad is again operational.

The problem has also surfaced in northern Connecticut where John Hanlon, Jr., president of the tourist Housatonic Rail Road plans to restore the line for early resumption of freight service, starting with a $1.7 million federal grant to upgrade the right-of-way. Hanlon has been criticized for spraying the weeds, for cutting brush, and for not clearing up! The road has had a few minor derailments, but one was the work of vandals who threw wood and stones on the track. Hanlon has had a whole series of vandalism attacks including dumping of garbage, greasing of track and trespassing by a 4-wheel drive vehicle. Townspeople have complained about train riders dumping trash (film boxes!) on their property. The Housatonic is carrying about 20,000 riders annually, all of whom spend money in restaurants, inns, antique shops, stores and the hobby shop in Canaan that sells R&R.

Nobody has yet made the observation that one stack pack train of 150 platforms takes 300 semis off the highway, saving untold wear on pavement and making the roads infinitely safer for motorists. The anti-rail people would rather scare all heck out of the public, just as they did in 1831 when they admonished mothers to get their children off the streets because the steam engine was coming. Some intelligent questioning of selectmen and freeholders at town meetings should draw out some strange gobbledygook.

Hal

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Cover

Between Spokane, Wash., and Sandpoint, Idaho, the Burlington Northern funnels its traffic from former-GN, NP and SP&S routes onto a single piece of the old Northern Pacific, now the 6th Subdivision of the Spokane Division. At 5:17 on the afternoon of September 4, 1987, SD40-2 7110 and two B30-7A boosters were heading up westbound grain train GC5 (Sioux City, Ia., to Kalama, Wash.) at Milepost 26 between Athol and Granite, Idaho. For the full story on this busy 67½ miles of main line, see Bruce Kelly's feature on page 48. Kodachrome: Bruce Kelly.

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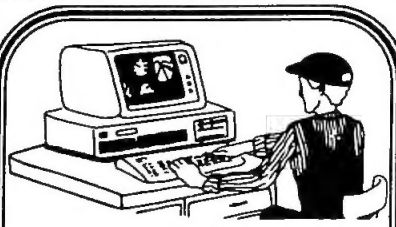

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Old Slobbermouth

As a part-time relief fireman in the autumn months of 1962-1964 on the Buffalo Creek & Gauley we used to call the Number 4 "Old Slobbermouth," not Old Slobberface, as mentioned in the October 1987 news pages (BC&G 4 is running at the Spencer, N.C., museum as Southern Railway 604). "Slobbermouth" was a nickname often applied to a saturated steam, or "wet," engine as compared to one with a superheater which produced "dry" steam. A non-superheated engine tended to throw a lot more moisture through the stack. Although it was probably the best looking engine on the railroad, the saturated 4 was not as powerful as the superheated 2-8-0s 13 and 14. The 13 seemed to be a little less slippery than the 14, though each were capable of pulling nearly 70 empties up the grade to the Widen mines.

JACK WHEELIHAN
La Grange, Ill.

⊂ *That name, which has since been commonly used for Number 4, apparently first saw print in the March 1971 issue of Bill Young's* Railroading *Magazine in an article he titled "The Story of Slobberface," when the engine was in service on the Quakertown & Eastern in Pennsylvania. In either variant, the name seems to fit the engine*—J.B.

The Bellefonte wye

Regarding the letter in the October issue from John de Wire of Ithaca, Pennsy turned its trains on the wye at Milesburg. As I recall, the eastbound (Train 510) headed into Bellefonte and backed out. The westbound to Altoona (from Lock Haven, No.511) backed into Bellefonte and headed out. They were always K4s when I rode the trains over 40 years ago.

RICHARD J. COOK
Chagrin Falls, Ohio

Safety and Mars lights

How can Santa Fe promote grade crossing safety with a locomotive that had the best safety device known to grade crossing safety removed? I saw the photos in the September 1987 R&R of Santa Fe FP45u 5998 with a metal plate welded over where the oscillating headlight used to be. If a railroad is going to participate in a public display, they should at least use a locomotive that has not been *self vandalized!*

As locomotive engineer with nine years experience, I feel that if a railroad removes oscillating headlights from units that used to have them, they can't be too concerned about the safety of the public or their employees.

R.R. CONWAY
Fox Lake, Ill.

Joint Line action

"The Colorful Joint Line" in the October '87 issue is one piece I completely agree with. Enroute home from Phoenix, we flew to Colorado Springs and spent a week visiting my brother and railfanning. Even though I caught a number of trains, a lot got by me, partly because I didn't have my scanner along. As Jim said in the article, "there was so much action at times that you couldn't catch it all." A scanner is a must unless one chooses to just park somewhere and wait.

GORDON BRANDVOLD
Devils Lake, N.D.

Apache Alcos

First off, as I'm sure others will point out, that Apache lashup on the cover of the October '87 issue is not a "matched set" as stated in the caption. It appears that RS36 800 is the third unit—noticeable due to its lower-slung frame. Not a good omen to goof-up the cover caption of your first monthly issue, but still a fine job. Also of note on the Apache photos is that the two older Centurys and the RS36s have different handrail posts than the 82 and 83, the newer C420s. Is this a sign of a phase change in Alco's design, an optional feature or what?

NICK D'AMORE
St. Marys, Penn.

⊂ *I checked the slide of the cover photo and caught the "8" visible in the number board on that third unit and assumed it was the other C420 (I forgot all about the 800), writing off the frame difference to the fact that the C420s had all been extensively rebuilt and would probably violate the conventional diesel spotting rules—I won't even attempt to explain the handrails, though they are likely pre-rebuild "phase" variations. Incidentally, a staunch Monon fan pointed out that the Apache units are painted in the Monon C420 scheme just using different colors (the nose stripes are lower, too)*—J.B.

Research, research and more research

A couple of things about the October 1987

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issue: you mention that CVRM painted Long Island FA 612; I believe the proper number is 618. The Georgia Eastern 87 is actually former Chemplex 11, nee-C&O 5227; an SW7, not an SW1200. Most resold EMD switchers turned out of Chrome have the outward appearance of an SW1200. The Connecticut Central is using former Moxahala Valley 33, you mentioned the former PC/PRR numbers but did not call it former CR 9333. The MOXV simply removed the first and last digits. On the ex-Milwaukee Geep, no mention was made about it being former Cadillac & Lake City 994. From the C&LC it went on to become the Habco Loram unit. The caption for the C&MW 3025 is correct, but it would have been more complete to mention it was also UP 690.

In the Apache article, it is interesting to see how the former L&N Alcos' complete histories are given back to Monon and Tennessee Central; why then are the SP units not covered in the same detail? They were once renumbered under SP: the 2921 is nee-5856, 2925 nee-5860, 2929 nee-5864 and the 2930 is nee-5865.

As more (younger) railfans start to submit material, it will be more and more necessary to re-check roster information they supply. Most of them do not take the time to research the data. There are other specific-field and regional magazines that are very error-prone and dislike any corrections to be shown in future issues. R&R is doing a much better job in correcting errors and taking proper time to review material than most other rail publications.

KEN ARDINGER
Port Orchard, Wash.

The New Haven error is a typo, they do have the 618. You are correct about the Chemplex unit. The fact that the SP units were renumbered in the past was not critical to the story, whereas the Monon-L&N difference is important—though in retrospect, we had the information available and probably should have included it. In a brief news item it is not always necessary to give a full history of often-extensive renumberings if a unit stays within the same system (though if we have the information, we will usually include it). If we identify a unit as ex-PC, however, you can be reasonably sure the unit was bought *by PC and not NYC or PRR, as we will try to get the original owner of any unit. It is not always possible within the time we have available to carry out the roster research to the extent we would like to. We had little information about the Habco Loram, for example, other than the obvious. It is a constant frustration to get a great deal of some interesting unit with little or no information about the subject—or to call the photographer, railroad, owner or rebuilder and get incorrect information. Rest assured, however, we do make the effort and will always welcome a correction when we err*—J.B.

And bring the scanner!

In reference to Sandy Burton's beautiful "Update on the Apache" in the October issue, I offer one technical but necessary correction. The radio frequencies in use for the Apache are as stated, but they are not "industrial" frequencies. They are, in fact, Railroad Radio frequencies. The Railroad Radio Service, in addition to the more widely known 97 channels in the 160 MHz range, also has five pairs of frequencies in the 450 MHz region.

PHILIP M. KANE
San Francisco, Calif.

Southern California geography

Knowing that author Tom Savio lives in northern California, I can understand his glitch in describing one of southern California's least-remarked rail places. In Tom's "California Operation Lifesaver" story in September 1987 R&R, he says that after the southbound seaside run "we had to climb Rose canyon on the north side of San Diego." The steep grade Tom mentions here is the Miramar Hill, and in its run to San Diego, the Operation Lifesaver special first climbed the twisting 2.2% up Soledad Canyon (not to be confused with SP's canyon north of Los Angeles), crested the grade at Miramar, then descended the 2.1% down Rose Canyon—in fast two-tracked territory—to the outskirts of San Diego.

So, the canyon referred to in the article is Soledad, not Rose. But Tom shouldn't feel bad; the editor of a southern California-based rail magazine made the same mistake earlier this year, and the only reason I'm able to point it out is because I obtained a topographic map of Miramar Hill while I was still living in Orange County and shooting the San Diego line. Still, this was the most thorough and informative coverage of the California Operation Lifesaver special I've seen in any magazine. Good work, Tom.

BRUCE KELLY
Coeur d'Alene, Idaho

It's Louisiana

I was surprised to see a photo of Louisiana & North West FP7 49 taken at Gibsland, Arkansas, on page 35 of the October issue. I

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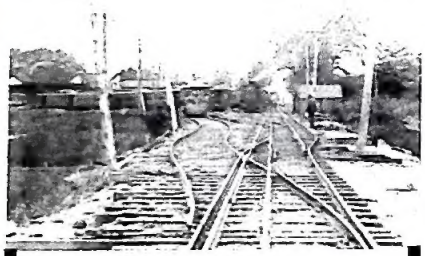

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have been to Gibsland several times, and it was always in the state of Louisiana.

On page 58 of the same issue, Santa Fe 3418 (middle photo) is called a rebuilt GP35. That's not possible. The GP35s were numbered 3300-3460 before being rebuilt, and became numbers 2800-2960 after being rebuilt. Now GP39-2 units are being rebuilt and renumbered into the 3400-series. So, the locomotive pictured is either an unrebuilt GP35 or a rebuilt GP39-2 (probably the latter).

WILLIAM T. MORGAN
Palmdale, Cal.

Not "official"

As a long time reader of your fine magazine covering the railroad industry and its operations, this is the first time I would like to point out an inaccuracy in the article authored by Gene Huddleston appearing on page 37.

The statement is made that I am a "former N&W official," which is not correct. Since retirement from Dresser, Inc., in 1970, I have been a serious researcher on Norfolk & Western and its predecessor railroads, primarily on motive power and rolling stock. This led to correspondence with Gene Huddleston relating to his publication "The World's Greatest Mallets."

Although I am presently a consultant to the NS Public Relations Department, responding to the many letters that come to them relating to steam locomotives and railroading in general, I have no official employment connection with the Norfolk Southern Corporation. and would consequently appreciate a retraction, or a correction of the statement that I am a "former N&W official."

ARTHUR M. BIXBY, SR.
Roanoke, Va.

Reading 2102

Your story about the Reading 4-8-4 2102 in R&R for October 1987 was nice but seemed to contain a few discrepancies. Reading diesels 5308 C630 and 5513 GP30, as well as the four excursions of 1985 with the 2102, were credited to Blue Mountain & Reading ownership and sponsorship. Not so. The diesels are owned by Reading Company Technical & Historical Society who also sponsored those 1985 trips.

Former owners of the 2102, Rails Diversified was said to have lost heavily financially in 1986 as a result of losing insurance coverage for its excursions. The real reason for all this was that ICC mechanical inspectors condemned all their engines and equipment on the eve of a sold-out excursion. Refunds of all ticket money was what broke them. This may have been reported in your magazine at that time. To get out of the financial hole, RDI sold the 2102 to Andy Muller of the BM&R for $50,000.

While you blame 2102's mechanical problems on a derailment in Chicago, there is a lot more to it than that. While the derailment probably caused some problems, the 2102 always was known on the Reading as a problem engine and never seemed to run well from the day she was built. When 2124 was retired from Iron Horse Rambles service, the Reading considered exchanging boilers with the 2102 because this would have given them a good running engine with a good boiler and roller bearings (2124's boiler was in bad shape). But the expense of a boiler exchange and the fact that Rambles were fading out prevented the boiler exchange.

BERT PENNYPACKER
Philadelphia, Pa.

Video zoom

I have noticed that your magazine reviews video tapes. I own about 20. I think a lot of cameramen shooting these tapes are "Zoom Lens Happy." You know the scene: the train is a mile away and zoomed in. The train is moving because smoke is pouring skyward, but you don't know which way. It's a flat, two-dimensional picture. As it gets closer, at

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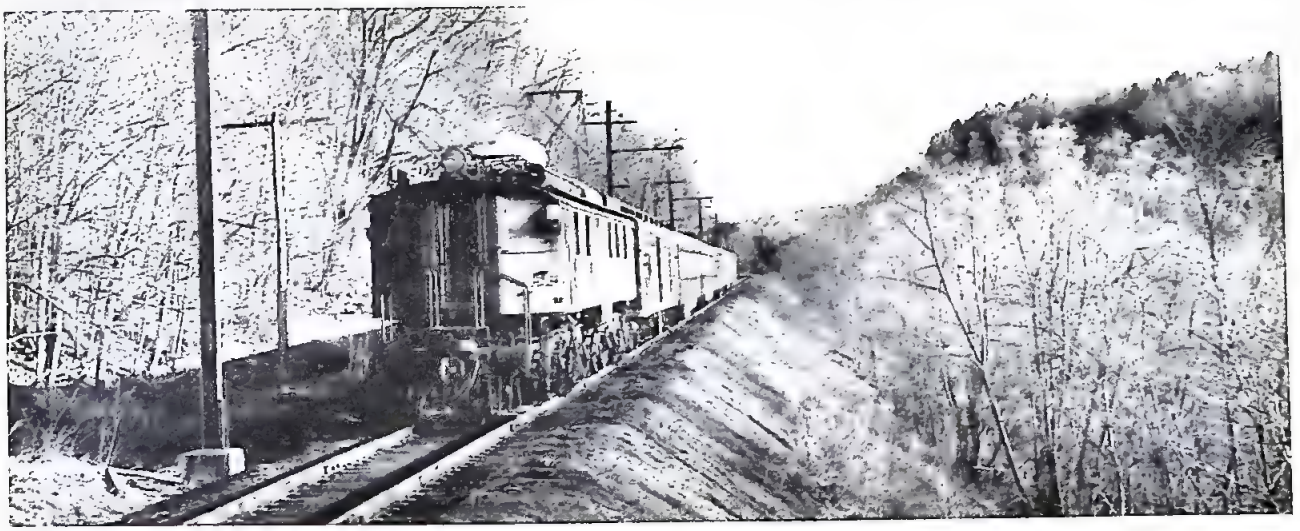

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Western Connecticut's unique D & N railroad is the subject of author Cornwall's text gleaned from a pleasant mixture of historical research, anecdotes, over 30 years as a Fairfield County commuter, and a lifetime's fascination with railroads generally. This is the story of a railroad whose original charter envisioned the use of horses for motive power and ultimately mixed horsecars on the same tracks with its steam trains! Its principle branch held the distinction of being the steepest grade on what became the New Haven Railroad. The D & N was a key link in a Boston - New York through route culminating with a Long Island Sound steamer ride to circumvent an arch-rival. The line fell into the New Haven camp, lost much of its freight traffic, and became a passenger thoroughfare for commuters or patrons bound for the cool Berkshire Hills of Massachusetts.

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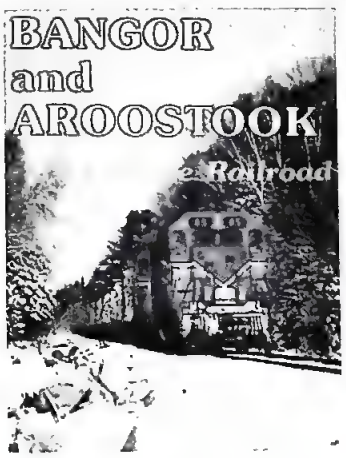

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one mile an hour, the camera backs away and keeps backing away. All of a sudden the train passes at 90 miles an hour, then it's zoomed in again back to one mile an hour. A totally distorted runby. I have one tape in which every shot is that way. Maybe this is what today's railfan likes. I started shooting rail movies in the mid '50s, and the results were as if you were standing along the tracks. I've talked to a few others, and they, too, don't like the zooming.

HARVEY HANSEN
Los Angeles, Cal.

The Ultimate Scale

After reading "Modeling in the Ultimate Scale" in the March '87 MARKERS and Hal's January '87 PUBLISHER'S DESK, I feel that while they are well intentioned and informative, they leave out a point which may be intuitively obvious to you, but is not so to the majority of your readers.

Shortlines or Class 1 railroads may adopt a paint scheme for their motive power reminiscent of the time when first generation diesels were making thier appearance to bring recognition to their efforts or just for the sake of nostalgia. Tourist railroads need something to attract the general public to their facility where railfans are a miniscule fraction of the paying public. Museums on the other hand serve a much different purpose.

All museums function by educating the public. The public's experience with the museum is enhanced by providing an interesting and varied series of exhibits governed by the museums scope and objectives. Railfans are an important segment of a railroad museum's audience because of their technical expertise and their realization of the need for preservation and presentation—and the devotion of their energies and monies to that end. They are not, however, in the majority of the audience. No railroad museum could prosper without the general public, and no museum could afford to serve such a narrow segment of the population. To do so would place the museum in the province of a model railroad club.

Speaking only from my experience at the Connecticut Valley Railroad Museum, I can give you the rationale for our somewhat controversial NYC E9 4096. The CVRM is a new England regional museum operating on something less than a shoestring. All of a sudden an E9 becomes available. We have one week to act before it gets cut up. Obviously the youngest surviving E unit must be saved, and so it was. Well, we can't paint it Union Pacific 912 (as built) because it is not within our collection goals. Keeping the E9 as Amtrak was not justified since Amtrak's history has not yet been established. We needed the E9 to be representative of the region the CVRM serves and to be striking in its finished appearance since it will be the premier exhibit. No doubt about it, New York Central lightning stripes. Similar engines were run east of the Hudson River all the way to Boston, and no preserved E unit has yet been painted in that scheme.

To the railfans and the public, 4096 is not a replica, not a model, but a representation of an era when locomotives of this type provided passenger service that will never be approached again. Having taken people through the exhibit, I notice that they are impressed with the immensity of the locomo-

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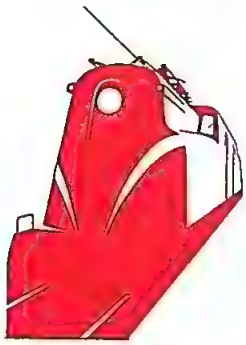

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tive and that a couple of dozen individuals contributed over 4000 hours to the project. The fact that it was not prototypical, kit-bashed or whimsical was not germane to any of the responses I've recieved. The exhibit is powerful enough to stand on its own merits.

As for modeling in 12-inch-to-the-foot scale, I have had my share of HO, S, O and On3, but this scale beats all. The old axiom, "The bigger the boys, the bigger the toys," is quite fitting. So why don't you stop in at your nearest railroad museum, bring a pair of work gloves and find out why you were attracted to railroads in the first place.

ALLAN L. GALANTY
Shelton, Conn.

Your comments about 12-inch-to-the-foot model railroading are "right on," and I agree with your sentiments. An even greater thrill of this scale is being a participant rather than an observer.

As a crew member for John Birmingham's Great Western 2-8-0 51, I worked several of the tourist runs on the GW in 1984 and was one of two crew members as engineer/firemen during the entire time of Steam Expo '86. Words cannot fully describe the trill and feeling when sitting on the seatbox and latching out the throttle to make 95 tons of powerful locomotive obey your commands, or to stand on the deck firing, especially during the grand parade when John and Carl worked her hard enough to tear up the fire. I did manage to have a nice fire left at the end of the run. Sure beats sitting at a power pack and watching a tiny locomotive run around a layout.

RICHARD BECKER
Broomfield, Colo.

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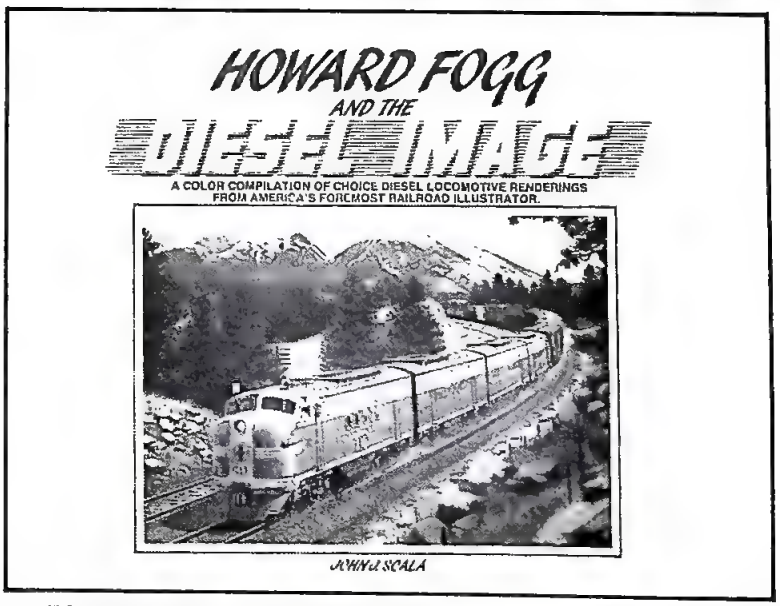

After a long delay Howard Fogg And The Diesel Image has arrived and is ready for shipment. This is a color collection of paintings from the ALCO, Sante Fe, Katy, Union Pacific, Morrison-Knudsen, Union Tank Car and private collections of never before published material. The oils and watercolors, are done in the true Fogg tradition of quality and attention to detail. Included are a few surprises, so don't miss it!

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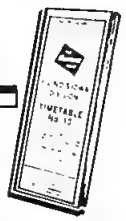


Listings in this column are published without charge and are run on a space-available basis at the editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 10th of the month, four months prior to the issue cover date (eg. January 10 for April issue). Each issue will be in circulation for the full month preceding its cover date (eg. April issue available during all of March).

RAILFAN EVENTS

PAW PAW, MICHIGAN, October 31. NTX Railroading as a Hobby excursion on the Kalamazoo, Lake Shore & Chicago Railway from Paw Paw to Hartford, Mich., and return with photo runbys. Adults $26, under 11 $22. Contact: New Trier Extension, 3013 Illinois Road, Wilmette, IL 60091; 312/256-7070.

NORFOLK SOUTHERN, 1987 Excursion Season with N&W A Class 2-6-6-4 1218. The following listings indicate: Date, route and (sponsoring organization) See end listings for addresses of sponsoring organizations and contact them for tickets, fares and specific information

October 31 and November 8, Atlanta-Toccoa, Ga., and return each day (ACN); **November 1 and 7,** Atlanta-Chattanooga and return each day (ACN); **November 14, 15, 21 and 22,** Jacksonville, Fla.-Valdosta, Ga., and return each day (NFC)

The sponsoring organizations are: (ACN) Atlanta Chapter NRHS, P.O Box 81592, Atlanta, GA 30366; (NFC) North Florida Chapter NRHS, P.O. Box 16493, Jacksonville, FL 32245-6493

BLUE MOUNTAIN & READING, 1987 season. Blue Mountain & Reading off-line excursions on Conrail are planned on the following dates. All trains originate from BM&R Temple, Pa., depot on the north side of Reading, unless noted. Locomotives are: Reading 4-8-4 2102; BM&R ex-GM&N 4-6-2 425; and PRR Tuscan E8s

November 1, (Sold Out) E8s over Horseshoe Curve to Gallitzen.

December 5 and 12, 2102 or 425 to Philadelphia.

For full details contact: Blue Mountain & Reading Off-Line Trips, P.O. Box 425, Hamburg, PA 19526; 215/562-4083.

BRODHEAD, WISCONSIN, October 31-November 1. "Brodhead Steam Train Excursions" on the Wisconsin & Calumet R.R. from Brodhead to Monroe and return using Mid-Continent Railway Museum's C&NW 4-6-0 1385. Sponsored by Brodhead's Historical Society, Jaycees and Lions Club, the train will depart Brodhead each day at 9am, 12:30 and 4pm for the 30-mile round trip. Fare $9.50; $27.50 First Class. Advance ticket purchase recommended; send SSAE if you want them mailed to you, or you can pick them up at the depot on the day of the trip. Specify day and time of your preferred trip, but please specify an alternate if your first choice is sold out. Make checks payable to Brodhead Steam train Excursions. Contact: Brodhead Depot, P.O. Box 65, Brodhead, WI 53520; 608/897-4651.

PORTLAND, OREGON, November 6-8. First Annual Railroad Fair at the Portland Union Station. SP 4-8-4 4449 will be under steam. Other displays will include SP&S 4-8-4 700, Amtrak, UP, SP and Gunderson equipment plus Doyle McCormack's F45. Contact: Northwest Rail Museum, P.O. Box 19342, Portland, OR 97219; 503/641-4514.

ESSEX, CONNECTICUT, November 7. Connecticut Valley Railroad Museum Railfan Day. Freight, passenger and mixed trains, equipment on display and railroadiana meet. All day tickets $20 ($24 after October 1), under 12 half price.

Rails After Dark, [illegible], $10 Contact: CVRM, P.O. Box 2[illegible], [illegible] 767-0494

HONESDALE, PENNSYLVANIA, December 5 and 12 Excursions on the "Stourbridge Line," Honesdale to Lackawaxen, Pa., and return, using BL2 54 and open window coaches. Leave Honesdale 10am, 12 noon and 2pm Contact: Wayne County Chamber of Commerce, 742 Main Street, Honesdale, PA 18431, 717/253-1960.

INTERNATIONAL TOURS

GREAT RAILWAY JOURNEYS, P.O. Box 65, Miami, FL 33164 (305/940-TRIP) is sponsoring the following tours:

India, December 18 30 runs with steam, eletric and diesel using four gauges 611 type steam, vertical-cylinder mallets, Calcutta trolleys, Bombay suburbans, luxury train rides, etc. $2987 for international jet, rail, land, water travel, authentic native or railway station accommodations and hotels.

South Africa, December 18, 1987, through January 3, 1988. Summer season includes over two dozen narrow-gauge steam, electric and diesel trains. Ride the luxurious *Blue Train*. Over 7800 km in all $3711 covers jet, rail, ground, hotel fares and meals. Guaranteed cab ride. Generous rebates for early registration.

TEFS LIMITED, 189 Spring Beauly Drive, Lawrenceville, NJ 08648, is sponsoring the following tours:

China Steam, December 19-January 5. Different options available covering Inner Mongolia, Datong, Beijing, China Wall and others.

Philippines, January 5-16 and February 16-27. Sugar cane and mill railroads of the Philipines Baldwinis, Porters, Alcos and a chartered Shay.

China, May 7-24. Standard and narrow gauge.

Poland, July 1988. Write for details.

SOUTH AFRICA, March 24-April 10. "Umgeni Limited" private train throughout South Africa with 19 different classes of main line steam, three vintage electrics and diesels plus narrow gauge Garretts with runbys. Twelve nights aboard train in sleeper compartments; also diner and lounge car. Round trip economy excursion air from New York $3016. Contact: Overseas Railway Tours, 8027 Leesburg Pike, Vienna, VA 22180; 703/356-8186.

RAILROADIANA MEETS

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations and dates. Dealer information: Sharon Armacost, 301/876-8640; sales tables $40. Admission $4, under 12 free with adult. 11am-5pm. General information: Greenberg Shows, Inc., 7543 Main Street, Sykesville, MD 21784; 301/795-7447.

Cherry Hill, New Jersey, November 7-8, Garden State Racetrack.

Monroeville, Pennsylvania, November 21-22, Pittsburgh Expo Mart.

Wilmington, Massachusetts, November 29-29, Shriner's Auditorium.

Timonium, Maryland, December 5-6, Timonium Fairgrounds.

Philadelphia, Pennsylvania, December 12-13, Philadelphia Civic Center.

GREAT AMERICAN TRAIN MART, 1987 season. These one-day shows will run in addition to the Great American Train Shows and feature a local layout of the month. All shows are 10am-5pm, admission $3, kids under 12 free with adult. Contact: GATS Ltd., P.O. Box 1745, Lombard, IL 60148; 312/834-0652.

Chicago, Illinois, November 8, Dupage Fairgrounds.

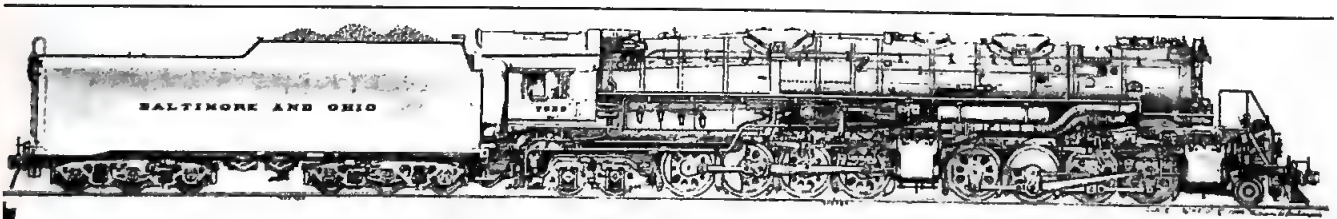
Milwaukee, Wisconsin, November 28, Waukesha County Expo Center.

St. Louis, Missouri, December 12, Keil Autidorium.

Chicago, Illinois, December 13 and January 10, Dupage County Fairgrounds.

Milwaukee, Wisconsin, January 24, Waukesha County Expo Center.

San Francisco, California, January 24, Solano County Fairgrounds.



BALTIMORE AND OHIO EM-1 2-8-8-4
Built by Baldwin Locomotive Works, 1945

Weight of Engine	628,700 lbs.	Boiler Pressure	235 lbs. per sq. in.
Weight of Tender	304,000 lbs.	Length of Engine and Tender	125'-3⅝"
Tractive Effort	115,000 lbs.	Tender Capacity	25 tons, 22,000 gals.
Driving Wheel Diameter	64"	Road Numbers	7600-7629

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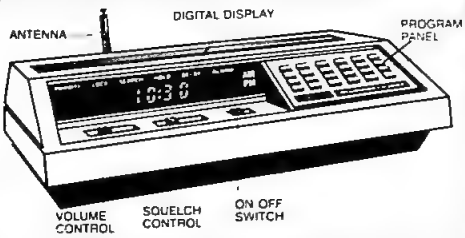

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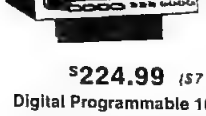

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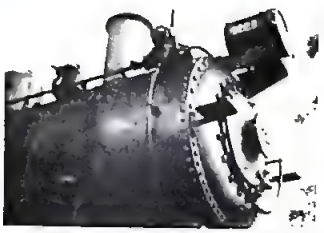

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WASHINGTON, IOWA, December 9. Open House & Swap Meet at the Model Railroad Club, 110 East Main Street, noon to 5pm. Free admission. Rent your own table or rent one $5. HO layout in operation. Contact: The Model Railroad Club, 110 East Main Street, Washington, IO 52353; 319/653-3782.

PAWTUCKET, RHODE ISLAND, November 14. Little Rhody Division NMRA Model Railroad Meet & Display at the Pawtucket Congregational Church, 40 Walcott Street, 10am-4pm. Operating layouts and clinics, free admission. Contact: R. Johnson, RR2, Box 641, North Scituate, RI 02857.

FORT WAYNE, INDIANA, November 14. Train & Collectable Toy Flea Market at The Lantern, 4420 Ardmore, 11am-4pm. Tables $8. Contact: Royce Hutchison, 7112 Baer Road, Fort Wayne, IN 46809, 219/747-4485.

GREAT AMERICAN TRAIN SHOW, 1987 season. Each show will be open noon-5pm both days. Admission $4 for adults, under 12 free with adult. Contact: GATS Ltd., P.O. Box 1745, Lombard, IL 60148, 312/834-0652.

Louisville, Kentucky, November 14-15, Commonwealth Convention Center.

Indianapolis, Indiana, November 21-22, Indiana Convention Center.

Portland, Oregon, November 28-29, Portland Memorial Coliseum.

RAILWAY EMPLOYEES ACTIVITIES ASSOCIATION, 1987-88 schedule. All shows are Friday and Saturday 10am-9pm, Sunday noon-5pm. Admission free unless noted. Contact: James Madden, 14736 Alger Road, Cleveland, OH 44111; 216/476-0456.

Westlake, Ohio, November 14-15, Westlake High School (Saturday & Sunday hours.)

Cleveland Heights, Ohio, November 19-22, Severance Center, 3640 Mayfield Road (open Thursday.)

Cleveland, Ohio, December 5-6. Location to be announced.

Akron, Ohio, December 12-13, Quaker Square, 135 South Broadway, 10am-5pm both days. (Proceeds to benefit Society for Crippled Children)

Toledo, Ohio, January 22-24, Woodville Mall.

BLOOMINGTON, ILLINOIS, November 14-15. Central Illinois Great Train Show sponsored by the Central Illinois Railroad Club at the College Hills Mall. Free admission, Saturday 10am-9pm, Sunday noon-5pm. Contact: Keith Erickson,, Central Illinois Railroad Club, P.O. Box 1692, Bloominton, IL 61702; 309/662-1048.

UNION, NEW JERSEY, November 15. Tri-State Railway Historical Society Railroadiana Show & Auction at the Boys & Girls Club of Union, 1050 Jeanette Ave, 9:30am-2:30pm. Large number of exhibits, sales tables and movies & slides. Auction starts at 11am. Adults $2, kids and seniors $1, under 12 free. Contact: Tri-State RHS, P.O. Box 2243, Clifton, NJ 07015; 201/488-5429.

NORWALK, OHIO, November 15. Norwalk & Western Railroad Club Train Show & Swap Meet at the Norwalk National Guard Armory, 10am-4pm. Adults $1.50, families $3. Contact: Steve La Conte, P.O. Box 938, Norwalk, OH 44857.

ABINGTON, PENNSYLVANIA, November 21. Annual Holiday Railroad Extravaganza, sponsored by the Abington Twp. Police Assn. at the Abington Jr. High School, Susquehanna Road, 10am-3pm. Adults $2, under 12 free. Contact: ATPA, P.O. Box 211, Abington, PA 19001; 215/887-1460.

MILTON, ONTARIO, November 21. An Auction Sale at Hume's Auction Farm, 2 miles east of Highway 25. Lifetime collection being sold consisting of pictures, negatives, books, collectables and more. Auction starts promtply at 10am. Contact Sherwood Hume Auctions, R.R. #5, 4th Line, Milton, Ontario, Canada, L9T 2X9.

BUFFALO, NEW YORK, November 21-22. The Western New York Railway Historical Society 6th Annual Toy Train and Railroadiana Show & Sale at the Buffalo Convention Center, 10am-5pm. Adults $2, kids $1. Contact (SASE please): Tom Boldt, P.O. Box 172, Orchard Park, NY 14127.

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CHESHIRE, CONNECTICUT, November 22. Cheshire H.S. Band Fall Train Show at the Cheshire High School on Route 10, 10am-5pm. Adults $3, under 10 free. Contact: Joe Natale, 21 Diamond Ave., Plainville, CT 06062; 203/747-5861.

ALBANY, NEW YORK, November 22. Great Train Extravaganza '87 at the Empire State Plaza Convention Center, 10am-4pm. Contact (SASE please): GTE 87, P.O. Box 12786, Albany, NY 12212.

RANDOLPH, MASSACHUSETTS, November 22. Mystic Valley Railway Society presents its Rail-A-Rama South at Lantana's near the intersection of I-93 and Route 28 from 10am-4pm. Adults $2, kids $1. Operating layouts and movies. Contact: Mystic Valley Railway Society, Inc., P.O. Box 486, Hyde Park, MA 02136-0486; 617/361-4445.

HUNTINGTON, WEST VIRGINIA, November 27-29. NMRA Division 9 Appalachian Model Railroad Society 30th Annual Show at the Marshall University Student Center on Elm Street and 5th Avenue. Friday 6pm-10pm, Saturday 10am-10pm, Sunday noon-5pm. Adults $2, under 16 $1, family $5. Contact: Craig A. Coster, 606 South Terrace, Huntington, WV 25705; 304/523-1144.

INDIANAPOLIS, INDIANA, November 28. 7th Annual Railroadiana Show & Sale at the National Guard Armory, Exit 77 off I-70 west and 4 blocks south on Holt Road. 9am-3pm, adults $2. Contact (SASE please): Larry Woodard, 5447 University, Indianapolis, IN 46219; 317/353-8545.

DAYTON, OHIO, November 28-29. Division 3, Mid-Central Region NMRA Railroad Flea Market & Model Railroad Show at the Montgomery County Fairgrounds; Saturday 10am-5pm, Sunday, noon-5pm. Adults $1.50, under 12 free. Tables $20 for both days. Contact: Larry C. Zeller, 4646 West US 36, Piqua, OH 45356; 513/773-7186.

DERBY, CONNECTICUT, November 29. 8th Annual Valley N-Trak Train Exhibition to benefit Newington Childrens Hospital. N-Trak layout, LGB, demonstrations, etc. Noon-5pm at the Hospital, 210 Elizabeth Street; donation $1. Contact: David Barboza, 227 Olivia St., Derby, CT 06418.

CHARLOTTE, NORTH CAROLINA, November 29-30. 4th Annual Carolina Model & Hobby Expo at the Merchandise Mart, 2500 East Independence Blvd. Saturday 9am-6pm, Sunday 10am-5pm, railroad section hosted by the Triad Live Steamers. Adults $3, 6-12 $1. Contact: Carolina Hobby Expo, 3452 Odell School Road, Concord, NC 28025; 704/8373.

MARION, OHIO, December 5. Model Train and Railroadiana Show & Sale at the Tri-Rivers Vocational Center sponsored by the Marion Union Station Assoc., 10am-5pm. Railfan shows, door prizes and operating layouts. Admission $1, proceeds go toward station restoration. Contact: MUSA, P.O. Box 110, Marion, OH 43302-0110.

TOY TRAIN COLLECTORS SOCIETY, 1987 season. Niagara Falls, New York, December 5-6. Saturday 1pm-6:30pm, Sunday 11am-4pm at the Niagara Falls International Convention Center. Contact: John Hedges, 160 Dexter Terrace, Tonawanda, NY 14150; 716/694-3771.

MOORESTOWN, NEW JERSEY, December 5-6. West Jersey Chapter NRHS 6th Annual Railroadiana & Train Show at the Moorestown Mall, Route 38 and Lenola Road. Saturday 10am-9:30pm, Sunday 11am-5pm, admission free. Contact: Louis F. Mountney, P.O. Box 1022, Haddonfield, NJ 08033-0597; 609-429-1897.

MONROEVILLE, PENNSYLVANIA, December 5-6. Pittsburgh Model Railroad Historical Soceity's Greater Pittsburgh Scale Model Train Sale at the Expo Mart, 10am-4pm. Adults $4, family $7, under 12 free. Operating layouts, demonstrations, videos, etc. Contact: Vincent DeGrazia, 3 Oak Lane, Mars, PA 16046; 412/625-2643.

CARSON CITY, NEVADA, December 5-6. Carson City Railroad Association Annual Train Show at the Carson Mall, opens 10am. Contact: Jan C. Benson, 402 South Division Street, Carson City, NV 89701; 702/882-8896.

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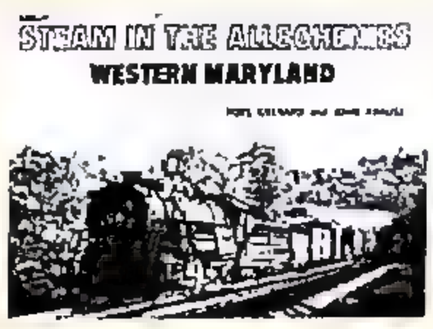

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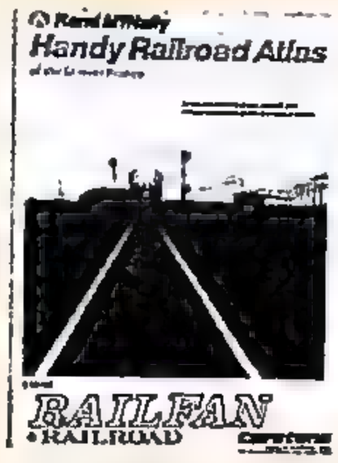

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CARTERVILLE, ILLINOIS, December 6. The Southern Illinois Train Collectors Railroad Show & Swap Meet at the John A. Logan College, noon-5pm. Adults $1, under 12 free. Contact: Randy Domineck, Rt.1, Box 49AA, Royalton, IL 62983

RALEIGH, NORTH CAROLINA, January 16-17. The North State Toy & Hobby Show at the W. Kerr Scott Bldg., North Carolina State Fairgrounds on 1025 Blue Ridge Blvd. Saturday 9am-6pm, Sunday 10am-5pm, adults $2.50, 6-12 $1. Contact: Carolina Hobby Expo, 3452 Odell School Road, Concord, NC 28025, 704/786-8373

KITTANNING, PENNSYLVANIA, December 6. Central Armstrong Model Railraod Train Show at the Kittanning Township Firehall, East Rte. 422, 10am-4pm. Adults $2.50, under 12 free. Contact: James W. Boyer, R.D 2, Ford City, PA 16226; 412/763-8327.

FALL RIVER, MASSACHUSETTS, January 24. 1st Annual Railroad Show sponsored by the Old Colony & Fall River Railroad Museum, Inc., at the Bank Street Armory, 72 Bank Street 10am-4pm, adult $2, 5-12 $1, under 5 free with adult. Contact: Old Colony & Fall River Railroad Museum, Inc., P.O. Box 3455, Fall River, MA 02722-3455.

Camera Bag

BY JIM BOYD

The well-prepared traveler

In scrambling to finish up the November issue before this past Labor Day weekend, Mike Del Vecchio and I had very little time to "do our homework" for a week-long trip to the Midwest that would begin with the Railfan Weekend at Illinois Railway Museum (see pages 73-76). We had a few specific objectives in mind (see MARKERS), but for the most part we were going to "wing it" and set up our schedule day by day to take care of the social and family commitments when the rail activity was low (like right after Labor day) or the weather was marginal. What we did do, however, was gather a small box of research material that would enable us to do intelligent trip-planning while on the road. The contents of that box should be of interest to any railfan.

Aside from a stock of film (Kodachrome 64 and T-Max 100 for good weather and Kodachrome 200 and T-Max 400 for grubby days) and camera bag full of the usual gear (two Nikon FM2s, lenses, cable releases, etc.), the most valuable piece of equipment for today's railfan is a radio scanner (Mike and I each have a Regency hand-held programmable, he an HX1500 and I an HX1000). To make the radios usable, we took along the latest edition of Gary Sturm and Mark Landgraf's *Compendium of American Railroad Radio Frequencies* ($9.00 postpaid from Mark J. Landgraf, 3 Coralberry Circle, Albany, NY 12203) and used it extensively throughout the trip to look up and then tune in the nearby railroads. (The only time we had a problem was Sunday morning, September 13, waiting on Erlanger Hill south of Cincinnati for N&W 1218 to depart Ludlow. We were not picking up the road channels but could hear a yard man talking about some moves he wanted to make "as soon as the steam train gets out of the way." Mike checked the *Compendium* to make sure we had all the frequencies programed in. "All the N&W channels are in the radio," he insisted. "The engine is N&W, but this railroad is the *Southern*." Oops.)

Maps were the next necessity. I had recently cleaned out the map pockets in my Tempo and like an idiot forgot that I had not put them back, so we headed innocently westward with my good official Illinois and Indiana maps (showing the railroads) still stashed somewhere in my den back home. I did, however, pack the latest edition of the official RAILFAN & RAILROAD *Rand McNally Handy Railroad Atlas of the United States* (available from Carstens Publications, P.O. Box 700, Newton, NJ 07860 for $11.95 postpaid). The *Atlas* shows only railroads and no highways, but it is very useful for determining what lines are still in use and for quick route reference. With abandonments and mergers messing up the railroad geography

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This classic photographic history of the Long Island Rail Road has been out of print for nearly a decade, after going through three printings in the 1960s. Now so scarce that used book dealers have been charging up to $125 for it, the authors have contracted to do a fourth printing in deluxe hardcover, with a new full-color dust jacket. By popular request, the original book has not been altered, abridged, or added to. Only errors have been corrected, several photos changed and a brief one-page update made. Most importantly, a complete index has been added.

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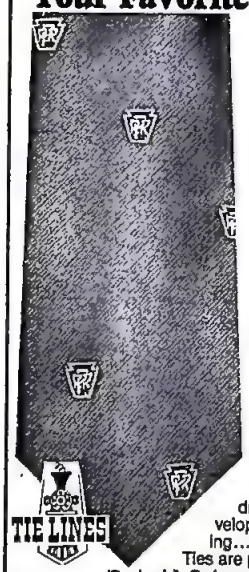

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in recent years I wanted to be able to sort out the predecessor roads ("this is where the Wabash crossed the Pennsy," etc.) from the CSX's, Conrails and Norfolk Southerns, so I dug into the library and brought along a 1967 *Official Guide of the Railways* (I know, the NKP/Wabash/N&W merger was in 1964, and I should have picked up an earlier *Guide*). If you don't have any vintage *Official Guides* in your collection, I would highly recommend picking up one or two from the pre-merger era. They are available from used book dealers, and there are almost always some for sale at railroadiana swap meets.

To help locate "targets of opportunity" along our route, we took along Ed Lewis' 3rd edition *American Shortline Railway Guide* (Kalmbach Publishing Co., 1027 N. 7th Street, Milwaukee, WI 53233, $12.95 postpaid) and George Drury's *The Train-Watcher's Guide to North American Railroads* (Kalmbach, $10.95). Both provide handy capsule summaries of small and large railroads that are helpful in en-route trip planning. Kalmbach's *Historical Guide to North American Railroads* and *Diesel Spotter's Guides* are great reference tools in the library at home but are not particularly useful on the road except as curiosity pacifiers; they were not in our traveling box. Also miss-

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What's New

We were all saddened by the loss of Phil Hastings. Before he died, however, he had prepared a book, *Remember the Rock*, for John Krause of Andover Junction Publications. This 48-page 8½"×11" softcover pictorial takes a fond look back at what was probably Phil's favorite railroad, the Rock Island. Edited and laid out by Walt Lankenau, it contains 88 of Phil's photographs taken in the style that made him famous. The book is very nicely put together and is a worthwhile bargain at $9.95, available from Andover Junction Publications, P.O. Box 1160, Andover, NJ 07821.

Southern, A Motive Power Pictorial 1968-1982 by Paul K. Withers and Tom L. Sink is a 240-page 8½"×11" hardcover in-depth look at the final motive power of the Southern Railway with over 330 photographs. That time period was chosen because EMD cab-units were still being used on the secondary lines and it would also include the RS3s up

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ing from our box because I'd overlooked it was the latest edition of Charles McDonald's *Diesel Locomotive Rosters* (Kalmbach, $9.95), and not having it along was a constant frustration (What's the number of the Belt's T6? How many C424s do they have?). While McDonald's book lists only active units rather than giving all-time rosters, it is very useful on the road but does not replace a full file of *Extra 2200 Souths* and conventional research books and magazines for serious roster sorting.

While we knew what we were going to be doing at the Illinois Railway Museum, we took along the 1987 *Steam Passenger Service Directory* (Empire State Railway Museum, P.O. Box 666, Middletown, NY 10940, $6.50) so that we could check out any other tourist roads that might be within easy reach of our route. The current edition lists operating schedules, so we knew what to expect from the Buckeye Central, Whitewater Scenic and such.

While we packed along three books on specific railroads we wanted to check out, the "research box" itemized above served us well. And since the Christmas season is approaching, any active railfan who can't put together a similar working library might just drop a few hints to Santa (Claus, not Fe). ⇐

through the Geeps and SDs—and such goodies as Norfolk Southern and Georgia Northern Baldwins. The book is an attractive affair, considering the high proportion of roster to action photos. The reproduction is good throughout. It is complete with diagrams and unit-by-unit rosters of SR and its subsidiaries like Central of Georgia. It sells for $32.95, plus $2.00 postage and handling from Paul K. Withers, P.O. Box 36, Halifax, PA 17032.

The *List of Steam Locomotives in the United States* has been compiled by Centennial Rail, Ltd., and put in a 8½"×11" horizontal format booklet. By state, it lists preserved steam locomotives existing today, operating or otherwise. It is computer generated and updated before each printing. This fourth printing contains over 1400 listings. This compilation is not intended to be the last word on preserved steam, but in doing some quick checking, it seems pretty accu-

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600 Powhatan Plus When originally introduced as "Maroon vs. Maroon," this tape was a sensation. Now Jones and Hanna have discovered almost twice as much footage of the Powhatan Arrow, the Cavalier, the Tennessean etc. and the mighty 'J's that pulled them. You can even climb aboard for a 60 MPH trip Portsmouth to Roanoke. For comparison we've added our own tape: "The Mighty 'J'". It features 611 with a perfectly matched maroon consist, identical to the Powhatan Arrow, en route Birmingham - Roanoke. Helicopter shots concentrate on the mammoth Toccoa viaduct and other great trestles along the way. 40 min. $29.95

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V&T Virginia & Truckee: The Final Years In 1949 Arthur La Salle documented virtually the entire length of the then existing line: Reno to Minden. Even today, it would be difficult to find the equal of his pacing shots. Starts with the arrival of an articulated heading Southern Pacific's "Overland Limited" at Reno. Close ups of the huge Carson City shops; long shots of the tiny train against the snowy peaks and the vast emptiness of the Washoe Valley. Closes with Will Whittaker's record of one of the last fan trips. 20 mins. $29.95

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The Union Pacific has some very interesting operations far removed from the "Unlimited Power" main lines, and two new books help commit their stories to permanence. *The Union Pacific's Stromsburg Branch, A Pictorial Review of a Rural Nebraska Rail Line* by James J. Reisdorff and Forrest H. Bahm is the history of a 75-mile branch line which at one time served as an alternative main line between Central City and Valparaiso, Nebraska. The book is an 8½"×9½" horizontal format softcover printed on a heavy stock with good reproduction and sells for $14.95 postpaid from North Platte Press, Box 163, David City, NE 68632.

North Platte Canteen by Jim Reisdorff is the story of a famous serviceman's center in North Platte, Nebraska, which operated with the help of the Union Pacific. There are many photos with interesting text in this 36-page 8½"×9½" horizontal format softcover. The reproduction is very good with tables and letters to compliment the text. This book sells for $14.95 and is available from the North Platte Press address above.

Paul G. Yorkis Railway Supplies is producing a line of custom railroad hat badges at a reasonable price. They are made in the traditional style with open brass letters brazed onto backing bars and then plated in gold, silver or chrome. The railroad name is above the craft title (brakeman, conductor, engineer, flagman, motorman and trainman). They make a nice gift and are a finishing touch for a tourist line or museum operation. The hat badges must be ordered in pairs, and each pair sells for $39.95, postpaid. Please specify gold, silver or chrome. They can be made for any railroad or craft and are available from Paul G. Yorkis Railway Supplies, 24 Kimberly Drive, Medway, MA 02053; 617/533-4848.

Just off the press is *Southern Pacific Steam Switchers of the Pacific Lines*, by Gene Deimling, a 100-page 8½"×11" softcover book. It is an album of the 0-6-0s, 0-8-0s and shop switchers which operated on the Pacific Lines of the SP. At the beginning of each chapter is a tabular index followed by photos of each class and what seems to be nearly every engine. The reproduction is very good; the photos are all black & white except for the two covers, which are exceptionally bright and snappy. The book sells for $17.95 and is available from Benchmark Publications Ltd., P.O. Box 26, Los Altos, CA 94023.

Calendar Call

This month's parade of calendars begins with two all-color offerings from Communipaw Commemoratives. The "1988 CNJ Calendar" contains 14 various views from around the "big little railroad" leading off with an FM Train Master on the cover. Inside are views of Camelbacks 758 and 774 on the ready track at Cranford, the ferry *Wilkes-Barre* entering a slip at Jersey City, three ex-N&W/Wabash F7s at Phillipsburg, a Baldwin "double-ender" with a passenger train, 0-6-0 103 simmering at Elizabethport, green A-B-B F3s on the wash rack at Communipaw, two RS3s with a freight, Mikado 875 at Trenton, a portrait of red RS3 1552, an A-B-B-A "Babyface" Baldwin lash-up or freight, a tangerine and blue F3A with a green F3B leading a freight, SW1 1009 working the float bridges at Jersey City and a pair of freshly-painted cabooses on the back cover. It is an 11"×17" foldout format, and the color reproduction is excellent. The date blacks are large enough for memos, and there is a year-at-a-glance calendar on the first page. It sells for $6.95 from Communipaw Commemoratives, P.O. Box 831, Pamrapo Station, Bayonne, NJ 07002-0831.

Communipaw's second is the "1988 NYS&W Calendar" and is the same all-color format as the CNJ. The cover features four Alco C430s in a six-unit lash-up with a haulage train. Inside is a nice portrait of GP18 1800, a 1970 view of a three-unit set of silver RS1s, GP18s and C430s on Starrucca Viaduct, two GP18s on a freight, two views of yellow and maroon C420s on fantrips, historic repaint S2 206, the Bicentennial RS1, F45 6370 on the Little Ferry turntable, a GP18 and two RS1s with a freight, NW2 116 in O&W colors, a GP18 meeting a CNJ "Babyface" Baldwin at Green Pond Junction, and a five unit lash-up of silver RS1s in 1960. Each of these shots is nicely lit and excellently reproduced. Like the CNJ Calendar, it sells for $6.95 from the above address. Both

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of these calendars were printed overseas and arrived in New Jersey in a container on a stack-train.

An extremely handsome all-color calendar is the oversize 12"×24" folded-out wall calendar "Trains 1988" from Bo-Tree Calendar Images, 675 Palomar Ave., Sunnyvale, CA 94086. Attractive layout design enhances the images (two to a spread, one feature and one accent photo) presented with excellent photo reproduction. The subjects include UP Centennials, SP SD45s, BN SD40-2s, D&H Sharks and a PA, a Santa Fe F45, N&W Class J 611, Chessie units under Starrucca, Alaska passenger Fs, an EL SDP45, Southern 2-8-2 4501, NKP 2-8-4 759 and CN 4-8-4 6218. The price is $8.95 plus $3.00 for postage and handling.

"The East Penn Traction Club 1988 Calendar" contains 14 beautifully-reproduced and interesting black & white views of traction action from southeastern Pennsylvania. On the cover is a Brill streetcar in downtown Philadelphia in 1941 on the last day before PCC operation on the route. The monthly photos include a Philadelphia Suburban center-door Brill, a Red Arrow car en route to West Chester, a double-ended Brill at the Bridge Street Terminal, a Wilkes-Barre Railway car on a gantlet track, a Philadelphia PCC Roslyn, a Reading Street Railway car, wooden Hershey Transit No.2 on a fantrip, an Atlantic City Brilliner skimming along the bay, Philadelphia Transportation "nearside" car number 5, a Lehigh Valley Transit ex-C&LE lightweight in the countryside, a Philadelphia Suburban line-car, a Red Arrow Brill car at night and two Philadelphia cars under a passing El train. The selection of photos is superb, and the reproduction is excellent on coated paper. This 11"×17" fold-out calendar is available for $6.00 from Richard Allman, 327 Rock Road, Villanova, PA 19085 (Penn. res. add 6% sales tax).

A color action photo of C&O Greenbrier 604 is on the cover of the "Chesapeake & Ohio Calendar—1988." This 11"×17" fold-out contains twelve black & white scenes from around the C&O including a pair of 2-6-6-6s on adjacent trains, Kanawha 2700 at Handley, a Hocking Valley 4-6-0 in 1939, a Geep on the Hot Springs mixed, a publicity photo of Pere Marquette 2-8-4s and a 2-8-0 at Grand Rapids, a modern 4-4-2, 2-6-6-2s at Raleigh, a night view of E8 4029 at Ashland, Greenbrier 603 with a passenger train, steam turbine 500 at Fort Spring Tunnel, another 2-6-6-2 and FP7 8000 with a striped nose. The reproduction is very good on coated paper and a heavy cover. It sells for $3.25 from

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1988 CCHS Calendars, Dept. P.W., 93 Buckboard Lane, Fairfield, CT 06430.

The B&O Railroad Historical Society has produced its "1988 Calendar" containing 15 black & white photos of B&O-related subjects. On the cover is a Ravenswood, Spencer & Greenville branch Ten-Wheeler taking on water, and inside are A-B-B-A FTs, a derailed I5 caboose, a 4-6-2 powered *Capitol Limited*, an E6A and E8B on the *National Limited*, a light Pacific popping from an Ohio tunnel, a B&OCT heavy 2-6-0, E8s on Thomas Viaduct, the cover engine 1355 with a work train, SW1s brand new and 33 years later, a shiny Q1A Mikado, a look from the cab of waiting SD35 helpers as its coal train passes, and two additional photos accompanying a description of the B&ORHS on the back pages. It is nicely done in an 11"×17" format with good reproduction, heavy coated paper and date blocks large enough for memos. It sells for $4.00 from the B&O Railway Historical Society, P.O. Box 13578, Baltimore, MD 21203 (Md res. add 5% sales tax).

The "Ann Arbor 1988 Calendar" contains 13 black & white views with a classic yard scene of an Atlantic passing a Ten-Wheeler on the cover. Inside are photos of an MofW caboose, the beautiful brick depot at Owosso, a steam crane, an Alco FA2 in Ann Arbor, the Wabash business car *Michigan*, an 0-8-0, a GP35 alongside a Russell snowplow, a gaggle of carferries, a GP35-powered freight, a Wabash Pacific with a football special and a vintage caboose on a freight. The calendar is the 11"×17" format with large date blocks. Photo reproduction is good, though some of the originals appear to have been marginal. It sells for $5.25 postpaid from the Ann Arbor Railroad Historical & Technical Association, P.O. Box 51, Chesaning, MI 48616.

The "1988 Railroading in Kansas" calendar contains 15 action and roster scenes from that state gathered by the Wichita Chapter NRHS and Great Plains Transportation Museum. On the cover is an 1890s photo of Rock Island 4-4-0 with a vintage train. Inside are views of UP 4-6-2 3222, MP's Wichita Station, UP 8444, MKT GP40s, a Frisco NW2, a Santa Fe 2-10-2, an Arkansas Valley Interurban freight motor, Midland Valley 2-8-2 76, the Frisco's five-stall roundhouse in Wichita, a Rock Island FP7, MP 4-6-2 6437, KCS 2-8-0 486, a Winfield Railway Birney streetcar and Santa Fe passenger F7s on a tank train. It is printed on pebble grain paper, and the date blocks are large enough for memos. It sells for $5.00 postpaid from the Wichita Chapter NRHS, P.O. Box 2017C, Wichita, KS 67201.

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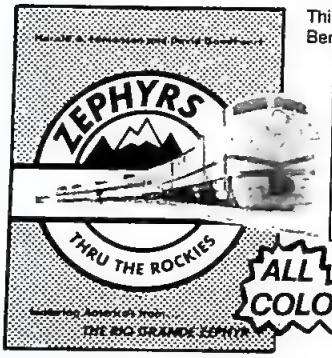

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The "Eastern Nebraska Railroad Calendar 1988" provides a nice variety of of photographs from that area and featuring a color cover view of Union Pacific 2-10-2 5088. Inside in black & white is a look at a UP Challenger thundering through Columbus in 1955, an ancient view of a Rock Island teakettle loading passengers at DuBois, MP SD40s, a handsome CB&Q O1a Mikado at Fremont, UP A-B-B-A passenger Alcos, Amtrak's *California Zephyr* along the Missouri River Bluffs, Burlington O5a 5619 in action, a 1900 view of an FE&MV passenger train, UP 4-8-2 7010, a CStPM&O 4-6-2, a winter night scene of a UP 2-8-0, a C&NW GP15-1 and two views of today's Fremont & Elkhorn Valley ex-Reader 1702. The reproduction is good though some of the originals are marginal, and the captions are very descriptive. It is in the 11"×17" format on heavy coated paper and sells for $5.00 postpaid from the Eastern Nebraska Chapter NRHS, P.O. Box 939, Fremont, NE 68025. Copies of last year's calendar are available at $3.00 postpaid from the same address.

The Lackawanna & Wyoming Valley Chapter NRHS "1988 Railway Calendar" contains 13 black & white photos of northeastern Pennsylvania railroading and a color cover photo of D&H PAs. Included are views of a CNJ RS2 and tangerine F3s, Reading 2-8-2 1744, two Lackawanna E8s at Nay Aug tunnel, Erie 2-8-0 1675 switching Dunmore Yard, an LV Baldwin S12, A-B-B-A O&W FTs, Erie E8s on the *Erie Limited* at the DL&W Scranton depot during a 1950s detour and Pennsy steam being serviced at Wilkes-Barre. The Wyoming Valley was also known for its streetcars, and included are action photos of Wilkes-Barre Railway car 714, Scranton streetcar 420, Laurel Line car 115 approaching the Wilkes-Barre terminal and a photo of Erie caboose 313, similar to one the chapter is restoring. The reproduction is good and the captions are descriptive. It is 11"×17" format and sells for $3.75 postpaid from the L&WVRHS, P.O. Box 1152, Scranton, PA 18501.

The "1988 Missouri Pacific Historical Society Calendar" contains 14 black & white photos from around the MoPac leading off with an E-unit powered *Missouri River Eagle* departing Kansas City Union Station. The monthly photos include four SD40-2s on Tennessee Pass, 4-8-2 5340, E3A 12 on the *Texas Eagle*, the Osawatomie depot, C36-7 9011 in yellow with MP lettering, 4-6-2 1158 at Houston, a night scene with PA 8031 at Little Rock, a bay window caboose, a turn-of-the-century view of Dupo, four B23-7s leaving Pueblo, a doodlebug and combine, A-B FTs in 1944 and light Mikado 1237 at Ricardo, Texas. The Society artwork and good reproduction make this an exceptionally attractive calendar. It sells for $4.50 postpaid from the Missouri Pacific Historical Society, 223 East Main Street, Jackson, MO 63755.

An interesting mix of color and black & white photos highlights the "1988 Reading Railroad Calendar" from the Reading Company Technical & Historical Society, P.O. Box 15143, Reading, PA 19612. The nearly-monochrome color cover shows a 2-8-0 alongside an RS3 in Reading in 1953, and other more colorful views include a unique green caboose, FTs in passenger service and 4-8-4 2102 and GP30 5513 on the BM&R. Black & white Reading subjects include a light Pacific in action, a semi-streamlined heavy Pacific, a camelback 4-6-0 and roster views of a small 2-8-0, a 2-8-8-0, a G1sa Pacific and a

funeral car plus an 0-4-0 with its crew posed in front and one 2-8-0 with a giant thumbprint on its tender (how did that one get by, guys?). The photo reproduction on both b&w and color is quite good, though the FT original was quite heavily saturated. It sells for $5.00.

Traction Publications **by Joe L. Diaz**

MELBOURNE TRAMWAYS, by David R. Keenan, is an 84-page 8½"×11" softcover describing in a wealth of detail the equipment, routes and operation of the street railways of Melbourne, Australia. In an attractive horizontal layout accommodating over 160 photographs (numerous in color), the reader is given an outstanding view of a modern tramway operation in a fascinating city down under. Melbourne operates over 700 cars from nine carhouses on more than 40 routes with over 220 kilometers of track. The system is constantly under development and improvement with more than 200 new modern cars in operation. There are many excellent color photographs of these attractive new cars.

With six pages of track maps and diagrams, the reader can easily understand the system and its operation. The older, even vintage, car equipment is well represented in photographs which are largely operational scenes. The section titled "Depots and Tramcar Allocation" indicates the individual car number and its type operating out of each depot and carhouse. Additionally, the fares and tickets are explained, there being many fare zones and variations.

This is an outstanding book which we believe will be greatly enjoyed by any street railway fan. It is available for $12.00 postpaid from The Map Factory, P.O. Box 3494, Los Angeles, CA 90078.

NEXT STOP GRAND CENTRAL, A TRIP THROUGH TIME ON NEW YORK'S METROPOLITAN AREA COMMUTER RAILROADS, by Stan Fischler, is a 176-page 8½"×11" hardcover wherein the author examines the background and interest of his favorite New York City area railroads. There is sometimes humor and pathos, occasional tragedy and even triumph in the stories. The use of 90 photographs, most of good interest, an overall area map and cartoons relating to the subjects, will be of interest to most railfans. There is great variety here ranging from the famous Long Island Rail Road bicycle race, to present day operations such as PATH, and including electric traction, steam and diesel. There is a great variety of equipment and operations from the early days to the present.

This is a serious work by an established author and syndicated columnist, a book that is sure to be enjoyed by many, this reviewer included. It is available for $24.95 from The Boston Mills Press, 132 Main Street, Erin, Ontario, Canada N0B 1T0.

SAN DIEGO'S SOUTH BAY INTERURBAN, by Ralph Forty, is a 96-page 8½"×11" perfect bound book that details the interesting story of the San Diego & South Eastern Railway Co., the first electric railway (1907) south from San Diego. The story of its eventual operation to National City, Chula Vista and Otay is a very complicated one, but it's all here in very readable form with over 60 photographs, many previously unseen. A generous display of timetables, tickets and

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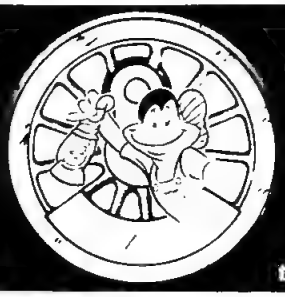

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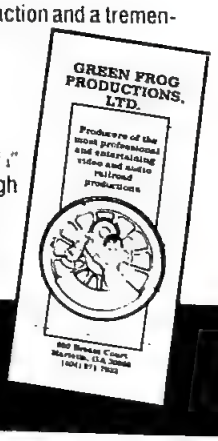

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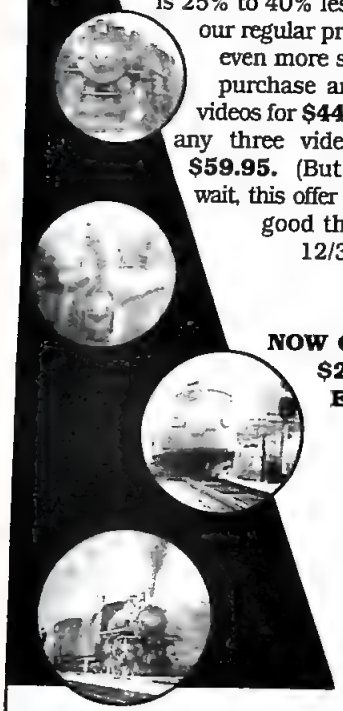

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brochures, along with an excellent chronology, help to tell the story. There are several good track maps, an equipment roster and an outstanding scale drawing of a 1908 SD&SE Niles car.

The final chapter, "Rail Rebirth," tells the story of the new San Diego Trolley with photos, maps and diagrams. It is available for $14.95 plus $1.10 postage from Interurban Press, P.O. Box 6444, Glendale, CA 91205.

Book Reviews

Echoes Down The Canyon, A Western Pacific Journal: 1968-1986, by Ted Benson, published by Westrail Publications, P.O. Box 300, Glendora, CA 91740. 64 9½"×12" pages, hardcover, $24.95.

Covered wagons, Centennials, Perlman Green: this book is a personalized study of the last years of the Western Pacific Railroad through the Union Pacific merger. Acclaimed photographer Ted Benson accurately reports it in 16 well thought out and well written chapters. The photos by Benson and publisher David Styffe are some of the finest rail images ever put between hard covers.

After a briefing on the very beginnings of the Western Pacific, Ted's story commences in the late 1960s describing his very personal "Travels With Wobbly," a name given to the WP in its early years. The railroad then was still home for first generation diesels, a "1950s paint scheme" and the *California Zephyr.* He followed and photographed the *Zephyr* until the "End of Innocence" on March 21, 1970, when it was discontinued. That was a thrilling couple of hours in the cab of the last westbound run. The following photographs describe the "Change In The Wind" apparent as a shift in philosophy was taking place. While the F7s were restored as a morale booster, the WP was readying itself for a merger. "A Gently Falling Feather" both photographically and verbally looks at the event [illegible] to the eventual UP marriage. "Merry Christmas and Goodbye" is an especially touching look at the final days of 1982 as the Western Pacific ceased as a separate entity on December 22. With the UP merger complete, "The Summer of '84" saw the UP's resurrected DDA40X Centennials on hotshot intermodal trains riding on the former Feather River Route with lots of main line action. One of the most distinctive views in railroading was from the cab of a 6900.

"Copy Three West" looks at Niles Tower. Largely taken for granted during the WP years, it was relatively untouched by the UP merger and became one of the last places to remain pure Western Pacific. The operator proved willing, and truly unforgettable images were created.

It is difficult to describe my feelings while reading this book. Although of a subject I never knew and have only seen through the shutters of others, the Western Pacific seems familiar on a personal level, through Ted Benson's eyes and typewriter. This is not an ordinary book on a railroad, but a personal journal, with both insight and feeling. The book is simply terrific. Ted's artful eye, skillful writing and masterful darkroom technique makes this a true work of art in the railfan field. The reproduction is superb with black and gray duotones printed on heavy enamel paper stock. The editing by Don Buchholz and layout by David Styffe are excellent with a stylish and fresh appearance and excitingly diverse imagery. Seeing work like this by those of our own makes you proud to be a railfan—M.D.

The Reading's T-1, An Unusual Northern, by Rod Dirkes, published by Andover Junction Publications, Box 1160, Andover, NJ 07821. 64 8½"×11" pages, softcover, $12.95.

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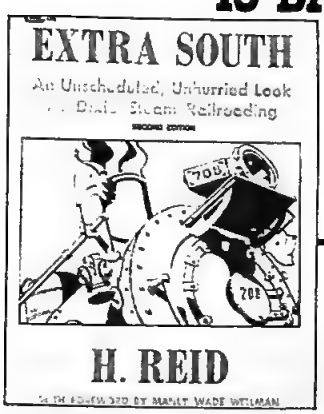
lar service and leased running on the Pennsy through the famed Reading Rambles fantrips of the early 1960s. This book couldn't have been more timely, with the recent excursions of Reading 2102 on old home rails, regular runs on the BM&R and more off-line excursions planned for the future. In fact, as a dedicated Reading fan I approached this book with some hesitation; after all, so many publications have already covered this ubiquitous loco, it was hard to imagine more good material being unearthed.

My fears were allayed within the first few pages. Except for a brief introduction on the T-1's history by Bert Pennypacker and official Reading Company photos showing the construction of the first T-1 in 1945, much of the rest of the book tells the T-1's regular service story with photos by such well-known photographers as Vollrath, Pennypacker and Malinoski. Some photos have been previously published, but their repetition here is justified in most cases by better and larger reproduction. In any case, some of the younger readers may not have access to these past publications. Some of the newer photos will please the older hands. While most of the photographs are quite good, some are of mediocre quality; I believe the author purposely included these to cover as many different T-1s as possible: 25 of the 30 are shown.

I also like the fact that some of the photos depart from the standard action and roster to show pastoral or industrial backgrounds with the locomotive not the dominant subject. After all, how many fresh angles can you find of such a well-known and standardized engine?

The last third of the book starts off with a

EXTRA SOUTH IS BACK!!



EXTRA SOUTH is on the road again, having made a few pick-ups along the way to fill out tonnage. Originally published in 1964, H. Reid's classic "Unscheduled, Unhurried Look At Dixie Steam Railroading" has returned in an expanded Second Edition softcover. All of Reid's original material is included, and he and editor John Krause have added over 45 new photos and expanded text. Come on board EXTRA SOUTH as master story-teller H. Reid remembers the narrow gauge Tweetsie, Norfolk Southern 2-8-4s, the Sumter & Choctaw, the "Wreck of Old 97," N&W 4-8-0s on "The Huckleberry," and much more.

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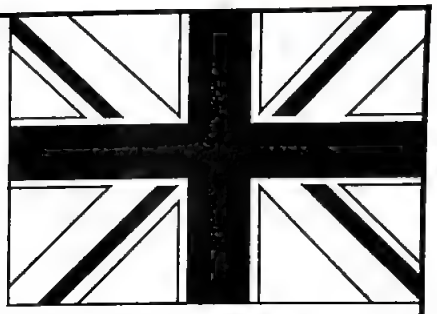

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useful system [illegible] of the Reading and the surrounding territory covered by the T-1s from 1945 through 1964. It then shows the original Reading Rambles of 1959-'64 with many fine photos. John Krause and Mike Eagleson really steal the show with spectacular views illustrating how versatile black & white can be in unusual lighting conditions. These photos alone are almost worth the modest price of the publication. A couple of things about the photo layout in this section do disturb me, however. Two well-known photographs by John Krause are jammed into one page in an awkward manner. In a couple of instances two small photos are inserted into the upper corners of a page otherwise dominated by one large photo. If these photos have any real value, they are lost in such small usage. The photo reproduction is very good, and overall the photo quality is quite high, though as mentioned, some of the page layouts are a bit choppy.

The many T-1 excursions since 1964 are represented by four uncaptioned photos on the rear cover. Could these be a tease for an upcoming second volume bringing us up to date? If so, I eagerly await it. No steam locomotive fan should miss this book—LES GEORGE.

Videos

BY MIKE DEL VECCHIO

New Arrivals

Green Frog Productions (950 Bream Court, Marietta, GA 30068) has out a whole series of new tapes ranging from contemporary subjects to vintage film-footage action. "The New Georgia Railroad" focuses on a passenger operation that has seen surprisingly little coverage. Savannah & Atlanta 4-6-2 750 and an ex-Southern E8 are presently in service for the New Georgia Railroad, operating regular tourist trains over CSX trackage in and around Atlanta for an agency of the state government. This tape illustrates this unusual operation with main line running of 60 m.p.h. 28 minutes, stereo sound, $29.95 plus $2.50 handling.

"Steam in the '50s", also by Green Frog, is a collection of professionally shot 16mm color movies by G.V. "Jerry" Carson from the mid-1950s transferred to tape with a laser scanner. Railroads include the C&NW, Missouri Pacific, Erie, C&IM, Northern Pacific, Pennsy, Grand Trunk, B&O, N&W,

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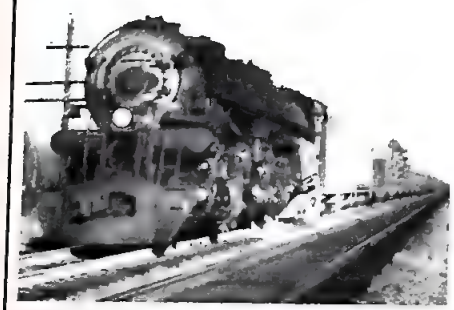

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New York Central and Rock Island. This tape is 97% in color. 41 minutes, 54.95 plus $2.50 handling.

"Diesels '86" from Green Frog captures 1986 action on Norfolk Southern, Seaboard, Conrail, Chessie, Amtrak, Milwaukee Road, C&NW, Soo Line and Missouri Pacific. 35 minutes, stereo sound, $34.95 plus $2.50 handling.

Emery Gulash of Michigan did a lot of railfan traveling with his 16mm movie camera in the 1960s, and Green Frog has made a series of tapes by transferring the 16mm on a laser scanner and adding stereo sound. A series of four tapes captures Emery's coverage of Colorado's famous D&RGW narrow gauge lines.

"Twilight of the Rio Grande Narrow Gauge" features D&RGW narrow gauge freight operations in the late 1960s with single engine and doubleheaded action between Alamosa and Durango, plus runs on the Silverton line. There is also rare footage of Pagosa Springs and the Farmington branches (40 minutes, stereo sound, $54.95 plus $2.50 handling). "Work Train to Silverton" covers the operation of a trainload of drop-bottom gondolas from Durango to Silverton. This early morning train captures the sunrise colors of the Rockies (23 minutes, $34.95 plus $2.50 handling). "Switchin' Along the Rio Grande" is mostly switching and servicing scenes with added stereo sound and close attention paid to keeping the sound in synch (22 minutes, $29.95 plus $2.50 handling). "The Chama Turn" shows the final days of freight operation on what is now the Cumbres & Toltec Scenic Railroad. Many "Turns" are shown as well as runs to Antonito. Stereo sound and reduced narration (60 minutes, $54.95 plus $2.50 handling).

"1218: A New Beginning" by Trackside Video, P.O. Box 234, Forest Park, GA 30051-0234, follows N&W 2-6-6-4 1218 on her first trips of 1987 including the ferry move from Birmingham to Anniston and Atlanta to Toccoa, plus the inaugural excursion from Roanoke to Bluefield. Shown are scenes of the the blockage by trees and power lines along the New River which almost reversed the trip. 44 minutes, $34.95.

"The A and the J", also by Trackside Video, shows the 1218 and the 611 together and is the first video coverage of 1987 NRHS Convention to hit this office. The 1218 is shown on coal trains, and on Saturday it runs side by side with the 611 on a passenger train over Christiansburg Mountain and doublehead back to Roanoke. 41 minutes, $34.95.

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Parfield Drive, Willowdale, Ontario, Canada M2J 1C2, is a 1955 Canadian Pacific archive film introducing their transcontinental domeliner *The Canadian*. Tour the train and ride from Montreal to Vancouver through the Spiral and Mink tunnels with new F-units and Budd stainless steel coaches in full color and sound. 25 minutes, $39.95.

"Rails, Wires and Pantographs" also by Rail Innovations, is a look at electric railroad action with scenes of Milwaukee Road Little Joes in Idaho, GG1s on Amtrak and New Jersey Transit, freights and interurbans on the South Shore and CN electrics in Montreal. All originally shot on 16mm film by Doug Short, in color with sound. 28 minutes, $39.95.

"Fans, Filmakers & Steam Trains" by Daylight Productions (distributed by Hopewell Productions, 1714 Boardman-Poland Road, #15, Poland, OH 44514) is a look at the Sierra Railroad showing a bit of history, double and triple-headed fantrips, and a behind-the-scenes look at Hollywood filmmaking as Elizabeth Montgomery, David and Keith Carradine, James and Stacy Keach, Michael Landon and others are seen on location during television and movie filming. 30 minutes, $29.95.

"Collier Crossing," also by Daylight Productions and distributed by Hopewell, looks at the busy operations around Collier Yard at Petersburg, Virginia, where CSX's SCL main line crosses over the Norfolk & Western's main line to Tidewater. It is an armchair look at one of the busier places in the South. 30 minutes, $29.95.

"Part One: Farewell to Steam" is the first of the Rail Canada Series of videotapes from Northland Home Video, P.O. Box 142, Adelaide Street Station, Toronto, Canada, M5C 2JI. Produced in agreement with the National Film Board of Canada, it contains two NFB titles: "End of the Line," produced in 1959, covers the crossover period between steam and diesel, and "Train 406" follows a freight across Canada with both steam and diesel. Both were shot in black & white and combined onto this 60-minute tape which sells for $54.95.

"Part Two: Railroaders" is also produced in agreement with the National Film Board of Canada in black & white and available through Northland Home Video. The initial "Railroaders" segment is the story of how man and machine take on the challenge of maintaining the railway during the winter in the Rockies. "Railroad Town" tells a story of the "service station" of Melville, Saskatchewan and how it awaits dieselization. Both films feature steam and diesel footage. It runs 52 minutes and sells for $54.95. Both "Part One" and "Part Two" can be purchased for the combined price of $99.95.

Feature Reviews

"The Alaska Railroad" by Pentrex, P.O. Box 94911D, Pasadena, CA 91109. VHS or Beta, 90 minutes, $60.00.

This action-packed 90-minute thriller is one of the best tapes to grace my VCR this year. Expertly done in every detail, it gives the viewer an in-depth look at the operation and surroundings of a fascinating property that most of us will never see "in the flesh." A note on the "library-case" says it all: "90 minutes—beautiful color with live audio and narration."

The Alaskan scenery is rugged, beautiful and breathtaking. The story line is varied, extremely interesting and fast paced. We see quite a variety of diesel power in everyday operation. As well as the GP49s and other low-nose hood units, the E-units were still on the property. There is great footage of the now-retired F7s, including a cab ride from Anchorage to Fairbanks with spectacular scenery in the rugged mountains and scrub-covered marshes. There are passenger trains with 1950s dome cars and heavyweight Pullmans, piggyback freights and unit gravel trains. There are the car-ferrying operations from the "lower 48" and more. Come along as the video crew drives a pickup aboard the Whittier shuttle at Portage. Where else in the U.S. can you see operations and scenery

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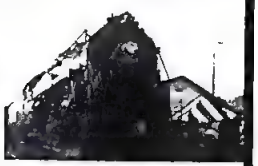

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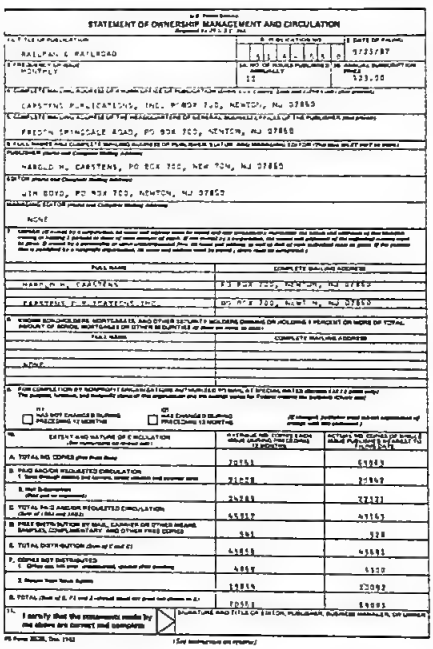

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Over the years, Dave Sweetland's photos have been published on numerous occasions, one notable example being his views in The Late Don Ball's, "Pennsylvania Railroad 1940's - 1950's." Many of the slides in these sets are one of a kind and the quality of the photography is excellent. Since the series was not previously advertized, we will keep all 16 of the above sets available for a short time. To avoid missing out on these prime sets(especially sets SW-1 through SW-12) please order promptly.

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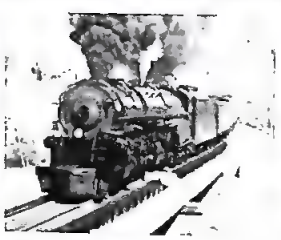

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country. The openings are fun to watch: to a background of up-beat news-type music you see our three "anchor people" hurrying from office to office looking busy, intermixed with tape decks rolling, VU meters bouncing, people working and a waveform monitor doing its four-inch imitation of the Northern Lights. The anchor people are introduced, and short previews are shown of the upcoming news stories. The whole sequence is very professional and well executed.

For our first story, the commentator takes us to Louisville and the Kentucky Railway Museum's L&N 4-6-2 152. The history and restoration of the locomotive is discussed with footage of the inaugural trips between Louisville and Lexington, Ky., with runbys, pacing and in-cab taping.

Next it's up to Fort Wayne, Indiana, and Nickel Plate 2-8-4 765. After a ferry move east from Fort Wayne through Cleveland, Ohio, the insurance crisis put a kink in the 2-8-4's ambitious 1986 trip schedule. Trip coordinator Rich Melvin talks about the insurance crisis.

We then catch up with Gary Bensman and the crew of Diversified Rail Services who travel around the country and have made steam locomotive restoration their business. The interview with Gary is mixed with scenes of boiler repairs being made to Canadian National 4-6-0 1551.

Lastly, we are in Scranton, Pa., the new home of Steamtown U.S.A. After a brief tour of the restored DL&W passenger depot, we are treated scenes of the former CP 4-6-2 2317 romping through the Pocono Mountains, including Nay Aug Tunnel, Elmhurst Curve and more. Nicely done interviews with the crews are "[illegible]bed" on in-c[illegible] footage.

Volume 2 starts with a similar introduction, followed by the Blue Mountain & Reading's 1986 Railfan Weekend, where we are treated to action with PRR E8s and Reading 4-8-4 2102 on passenger trains, Reading GP30 5513 on freight and their three RDC cars on the legal mile-a-minute main line. There's even an interview with R&R Editor Boyd.

Next we show up in Baraboo, Wisconsin, for their annual Circus Train powered by C&NW 1385. The Ten-Wheeler is followed on its two-day journey to Milwaukee with the colorful antique circus train in tow. The third story is N&W J 611 on its runs out of Bellevue, Ohio, to Buffalo and Columbus with plenty of 60 m.p.h. running. The last story is the return of NKP 765 in the fall of 1986 when it went to Thurmond, W.Va., for the filming of the movie *Matewan* and then on the New River Trips with lots of action, in-cab and runbys.

I give Berkshire Videography high marks for trying this "magazine" type format. Some may think it's corny, but I enjoyed it and would like to see it continued. The video quality is clear and crisp, the audio is done nicely, the choice of angles and editing are good while the news format keeps the pace moving. The stories are varied and different enough for each "volume" to stand on its own. I'm really looking forward to seeing the next volume.—M.D.

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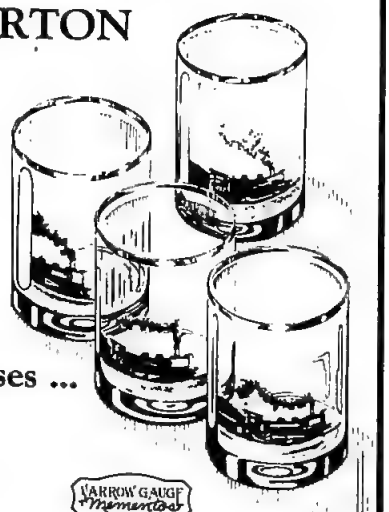

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Perhaps some of the most unique and interesting aspects of northern railroading are snowplow trains. With their operation dependent upon inclement weather, these plow "extras" often prove to be elusive quests for most fans. In this video, Greg Scholl takes us trackside in 1986, knee-deep in snow (and Greg is no little guy) to witness Canadian National plow trains in southern Ontario, with F-units to boot.

A pair of CN F-units pulled from transfer service and specially modified for plow service are the focus of this tape. A variety of open field angles were used allowing the viewer to watch the snow fly as cab-units push the plow at a very brisk pace. After clearing the branch to Wingham, Ontario, the Fs drop the plow and couple to the Wingham local freight for its run down the branch the following day.

Three days later a blizzard had hit with enough snow to derail the plow at Wingham, giving the crew a cold rerailment chore. The Owen Sound Branch is covered by some spectacular drifts that seem to explode in frozen clouds as the train blasts through the snow. At Palmerston, a view from the cab interior allows one to see the various aspects of plow operations from the control seat.

The camera work and editing are well done, though a repeated camera angle at Anton and a lengthy rerailment sequence at Wingham seemed a little redundant. However, neither of these points detract from the overall quality of this tape. The combination of plows, flying snow and F-units enables you to enjoy unique winter railroading from the warmth of your home—BRIAN PALMER.

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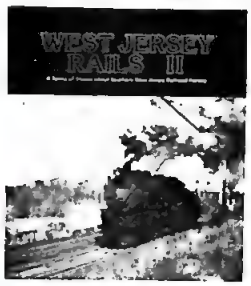

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We'd like you to meet...

Bruce Kelly

The author of the article on BN's "funnel" line is 24 years old and presently a resident of Coeur d'Alene, Idaho. Born in Great Falls, Montana, he lived in Spokane until his family moved to California in 1969. His interest in railroads began with a 4'×8' HO layout built during early high school years in El Toro, California. But by the time he graduated in 1981, his interests were focused (pun intended) on photography and he spent most of his free time hanging around the Santa Fe's Surf Line shooting 90-m.p.h. *San Diegans* with his dad's old Argus C-3 and Kodacolor 400 print film.

Some college photography courses led him into black & white and then color slide work. In August 1984 he moved with the family to Coeur d'Alene and found the varied scenery and changing seasons a refreshing change from Los Angeles. As he describes his present lifestyle, "Working full time at photo labs and more recently at a publishing house has really hindered my social life (female train buffs are hard to find), but my weekends are happily spent shooting train pictures. *CTC Board* BN columnist Fred Simon has become a very good friend, and when we're not out taking pictures we're over at his place in Spokane (with a great view of the BN main line) consuming twice our weight in pizza."

Bruce is an accomplished photographer, and for black & white he uses Ilford XP1, rated at ISO 400 and using a K-2 yellow filter (something he picked up shooting SP units in California). The film is developed at a high-quality one-hour lab in a Noritzu C41 processor (XP1 uses color dyes). Bruce does his own

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...ging of a rental darkroom, usually getting good results on Polycontrast paper with a Number 5 filter. His color work is now almost entirely on Kodachrome 64. For cameras, he has two Pentax K1000's, a K1000SE and an ME Super SE with a slow-but-adequate 2½ frames-per-second winder. To put all those bodies to good use, he has six lenses from 28 to 500mm.

At the age of 24 Bruce has had more than 200 photos and 17 feature articles published in *Trains, Pacific RailNews, CTC Board, Rail Classics* and *Passenger Train Journal*—as well as some freelance work in the *Coeur d'Alene Press*. With all those publications, he observes, "at least my family and friends realize I'm not alone in my pursuit of trains."

John A. Craft

This must be our month for 24-year-olds from obscure places. The author of our article on the Mississippian and Magnolia State Railways got right to the point in his brief autobiography: "I was born at an early age in Eutaw, Alabama, and have lived my entire life here." Eutaw is on the Southern's Alabama Great Southern Birmingham-New Orleans main line just below Tuscaloosa.

John's earliest memories of trains are the Southern steam specials and riding the *Southern Crescent*. He began taking photos in 1976 at the age of 13 with his dad's Argus C-3 (just like Bruce Kelly) and bought a Canon AE-1 four years later. He wore it out in only about two years and switched to Nikon in 1983. He now uses a Nikon F-2 with motor, FM with motor, various lenses and 2¼ and 4×5 Graphics.

A true son of Alabama, he attended both Auburn and the University of Alabama ("I believe I am the only person to hold Photo Editor positions at both the Auburn and UofA college newspapers") pursuing a degree in Mechanical Engineering which he received from Auburn this past spring. He spent much of the summer of 1987 lining up job interviews in the field of computer and corporate management and plans to continue his education with post-graduate studies.

John was a volunteer on the Magnolia State Railway, including firing on 77's last charter trip, and has done extensive traveling in quest of rail subjects, particularly steam. He has closely followed the N&W engines. In fact, the Mississippian article came about when he and R&R's editor picked the same photo location chasing the 611/1218 duo at the Roanoke NRHS convention and Boyd asked, "Say, John, what happened to the 77 down at Amory?"

He had first become acquainted with the R&R crew at a 1985 "Return of the Rambles" 2102 excursion and night photo session, and the Mississippian photos attest to his skill at night photography. Additionally, he and Louis Saillard are presently collaborating on a book on the Mississippian. ⇐

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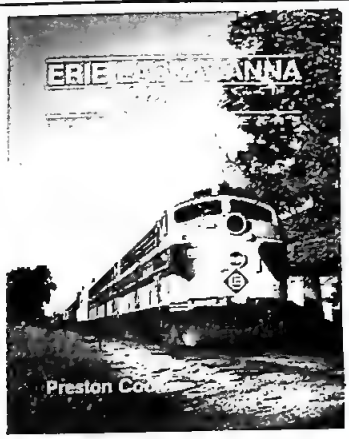

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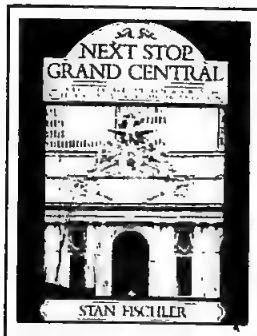

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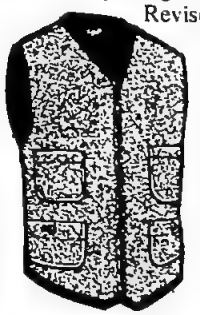

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Transit Currents

Baltimore Metro opens

The past two years have been a time of enormous progress in transit with the opening of several new rapid transit and light rapid transit lines and extensions. A significant event occurred July 19, 1987: the Baltimore Metro System opened its extension to Owings Mills, Maryland. Rapid transit doesn't come cheap these days, and the six miles cost $178 million. Thanks to good management, the line came in $20 million under budget. The opening was no surprise to Baltimore urban area residents; the track had long been in place, and it and the signal system were carefully tested for a number of months.

The 78,000,000 annual riders of the Baltimore Metropolitan Transportation Authority make it the tenth largest transit system in the U.S. in terms of ridership. Forty-five thousand of the daily riders have been using the first section of the Metro, opened several years ago from Charles Center in the heart of downtown to Reisterstown Plaza in the northwest suburbs. Metro management feels that an additional 10,000 daily riders will be using the newly extended line after people get used to it. At the end of August a number of bus routes will be rerouted to feed the new stations, thus providing and easier ride for many patrons. For the extension, 28 new subway cars were added so that there are now 100 cars operating on the 14-mile route between Charles Center and Owings Mills.

In addition to the feeder bus service, plenty of parking is available. There are 3500 spaces at Owings Mills, 500 at Old Court and 1300 at Milford Mill. Reisterstown Plaza, the former northwest terminal before the extension opened, will find relief from the overcrowded conditions of its 1600 spaces.

It was a hot, hot opening day for the Baltimore Metro. Correspondent Marion J. Zych, Jr., saw a thermometer reading 95°, and correspondent Silas Warner felt it was at least 100°. In any event, with balloons and bunting and excitement the dignitaries responsible for funding the extension arrived at Owings Mills in their own special train, sat in the shade of a reviewing stand and talked for about an hour at the public. A thousand spectators broiled nicely in the sun. Using twelve pairs of scissors, the twelve key politicians cut the red ribbon simultaneously. The crowd surged forward so that the police could hold them back while the dignitaries moseyed up to their special train. After a ten-minute wait, the general public boarded the trains and rode the system.

Silas Warner was on the first revenue train that left Owings Mills station at 5:07 a.m. on Monday, July 20; there were five other passengers on board. This may say more about early work hours in Baltimore that the popularity of the new rapid transit system. Mr. Warner is definitely and early riser.

Service is good on the new line. During most of the day, trains operate on 7½ minute headways, which drop to six minutes in rush hours. Every other train turns back on a pocket track just west of the Milford Mill station. Old Court and Owings Mills, the most outlying stations, are served every 15 minutes during most of the day and every twelve minutes at rush hour. The trip from Owings Mills to downtown takes 27 minutes. The fare all the way in from Owings Mills is $1.45, with a dollar fare in effect from Milford Mill and Old Court.

The rapid transit line may enjoy an early boost in traffic. Symbolically, the Owings Mills station is in the center of the Northwest Expressway. To get to downtown Baltimore from this area by automobile, motorists must drive around the Beltway to the Jones Falls Expressway, which is the only expressway artery into downtown. Because the Jones Falls Expressway has been busy falling apart under very heavy traffic over the years, it now requires total reconstruction, a dislocation that is likely to make the rail line very popular as a major means of access to downtown from the northwestern part of town. Metro hopes to keep many of those frustrated motorists on its trains.

Baltimore is moving on other rail transit projects; the extension of the rapid transit subway to Johns Hopkins Hospital is in progress, and several light rail projects are being seriously discussed. The Baltimore & Annapolis Railroad corridor to Glen Burnie and the old Northern Central Railroad corridor to Towson and Cockeysville are being evaluated for light rail in the future.

Special thanks to Marion J. Zych, Jr., for the 900 pounds of clippings, pictures, timetables, maps and all the other good things he sent, and also special thanks for the detailed letter and the material sent by Silas Warner.

20 years of progress in Boston

In the mid-1960s, mass transit in Boston, as in so much of the rest of the United States, was tired and run down. Shabby rapid transit trains ran in decrepit tunnels and over undermaintained elevated structures, aging PCC cars bounced along ancient rail, and ramshackle station facilities all were witness to the fact that Americans had turned their backs on public transportation. Even though it had been publicly owned for many years, the Massachusetts Bay Transportation Authority was badly underfunded; the rail system suffered badly. This situation began to reverse itself with the passage of the federal Urban Mass Transportation Act of 1964. Subsequently amended and enlarged, that act—along with substantial cooperation and funding from state and local government—has turned the transit picture around in many places, and perhaps none more than Boston.

The job isn't done yet, but Boston has probably done more than any other American city to upgrade and improve an old rail transit system and bring it far along to meet 21st century standards. The opening of the new Orange Line in the southwest corridor is $743 million worth of proof that public transportation improvements are taken seriously

BY GEORGE M. SMERK

to Owings Mills

in Boston. Rapid transit, commuter rail and Amtrak all share the right-of-way, graced by smashingly designed new stations at New England Medical Center, Back Bay/South End, Massachusetts Avenue (change for the Harvard-Dudley bus!), Ruggles Street, Roxbury Crossing, Jackson Square, Stony Brook, Green Street and Forest Hills. Back Bay, Ruggles and Forest Hills/Arbor Way are served by commuter rail service as well as rapid transit trains. In addition, Amtrak trains stop at Ruggles and Back Bay stations.

A hundred new Type 7 streetcars ride the rails of the Green Line, and 58 new Red Line rapid transit cars will soon be delivered, along with 104 new commuter rail coaches. Older equipment is being upgraded on the Red Line along with track, signal electrical systems. Within the last dozen years new cars have been put into service on the Blue Line and Orange Line rapid transit services.

There has been major reconstruction of the Needham Branch, where construction of the Southwest Corridor meant suspension of service beginning in 1979; service is shortly to be restored. Eighteen million dollars were spent on the restoration of eight stations, which includes complete track replacement to improve service. Track replacement has been widespread, especially on the Green Line, as well as improvements to signaling, power distribution and other fixed facilities. Much attention has been spent on upgrading rapid transit stations.

MBTA has not been without some disappointments. The extension of the Orange Line beyond Sullivan Square to Oak Grove, and the extension of the Red Line beyond Harvard to Alewife in the north and from Andrew to Braintree on the southeast, is partially countered by the sad performance of the Standard Light Rail Vehicles. The overly-complicated, relatively delicate and undependable SLRV broke down and malfunctioned seriously. Great sums were spent to upgrade the Boeing-built SLRVs, and they are now functioning fairly well. The new Japanese Type 7 cars are apparently working well and are quite dependable.

One reason Boston was able to do the job is topflight lobbying for federal money. Moreover, Boston representatives and senators are responsible for the Interstate switchover provisions of the Urban Mass Transportation Act; this allows money originally earmarked for the Interstate Highway System to be put back in the Interstate Highway kitty and equal amounts transferred from the general fund of the treasury to be used for mass transit or non-Interstate Highway improvements. The MBTA has spent hundreds of millions of dollars originally earmarked for Interstate 95 to pay for much of the improvement in mass transit. Locally, it has also meant a good deal of commitment on the part of the people and the politicians and improving the quality of management to meet the demands of the day. If you are unhappy with your rail transit system, Boston provides good evidence on what to do.

BART: Around the Bay by 2000?

By the year 2000 it may be possible to ride BART trains completely around San Francisco Bay. That is the direction that many of the BART board members and certain transportation planners are leaning. Indeed, BART may be extended all the way east to Stockton, especially if the new supercollider atom smasher is built there. Nothing is pie in the sky in the can-do state of California, and the attractiveness of the Bay Area for residence, education, research, science and gen-

SILAS S. WARNER

OWINGS MILLS STATION, 14 miles from Charles Center on the latest four-mile extension of the Baltimore Metro System, hosted an NRHS special on May 2, 1987. The line, which runs in the median of the Northwest Expressway, was opened to the public on July 19.

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Transit Currents

eral economic development means that the sorely tried motorists will be even more sore and more tried if current trends continue.

An eight-member policy committee drawn from Bay Area transit boards and city councils is pushing for an extension of BART along the Southern Pacific corridor from Fremont. Starting at the present terminal and tunneling under Fremont's Central Park, the line from Fremont would operate through Milpitas into downtown San Jose, terminating at the CalTrain station on Cahill Street. Within Santa Clara County, BART would follow Southern Pacific Railroad tracks for a considerable distance; it would then tunnel beneath East Santa Clara Street as it approached downtown San Jose. The light rail line proposed would begin on Cropley Avenue in San Jose, run through Milpitas to connect with BART, and then continue west along Tasman Drive to Sunnyvale and Mountain View.

Some changes are sure to be made in the present thoughts, but, clearly, the folks in the Bay Area are thinking big about rail transit for their future. The recent passage of HR 2, the Federal Highway & Transit Bill, over President Reagan's veto, assures continuation of federal aid for mass transit. Much more money is needed, but the situation continues to be positive. Thanks to Tom McGarry for the news.

A Niles Car in Toronto

In 1913 the Niles Car Manufacturing Company of Ohio built Car No. 2150 and 19 others for the Toronto Civic Railways. The double-ended car was acquired by the Toronto Transit Commission when it took over the Civic Railway in 1921. Over the years the 2150 was used on routes that did not have turning loops. It ran the last service on the Weston route on September 13, 1948, just before that line became a trolleybus route. The car was sold for scrap and then resold to a person near Port Hope who used it as a residence.

The Rockwood Museum in the Toronto area discovered the car recently and acquired it. The 2150 was delivered to the museum on March 21, 1987. While in use as a residence, the car was stripped of all electrical gear, but the museum has most of the needed hardware (including trucks, braking systems, seat frames and electrical gear) that will enable a complete restoration to be made as a long-term project.

Good News for SEPTA

The former Philadelphia & Western, now part of the Red Arrow Division of the Southeastern Pennsylvania Transportation Authority (SEPTA), is having bad luck with its old fleet of cars, including the famous Bullet cars. Wrecks and other problems have reduced the ranks of the 160-series Strafford cars so that as of March 1987 only three remained in active service out of an original fleet of eleven cars. Only five of the ten 200-series Bullet cars are in active service. As reported here earlier, a dozen of the 6000 series PCC-type elevated cars from the Chicago Transit Authority have been added to the fleet as a stopgap measure.

The good news is that $45 million in federal funds, plus an additional $15 million in required state and local matching funds, will provide $60 million for the acquisition of 26 new cars. The new cars will be chopper-controlled, feature a.c. drive, and will replace all of the existing equipment on the Norristown Line. The money will also pay for a new maintenance facility to replace the 1907 P&W car house at 72nd Street, just west of 69th Street Terminal.

Flashes

California Governor Deukmejian is giving support to the $600 million proposal that would extend the CALTRAIN into downtown San Francisco from the present 4th and Townsend Streets terminal. The extension to around First and Mission streets would place the terminal within walking distance of most downtown San Francisco office buildings. The governor is still threatening to withdraw all state support from the CalTrain in 1990. There are some who claim that the downtown extension would allow the trains to be self-supporting from the farebox. Tom McGarry sent the information.

N.J. TRANSIT is busy modernizing the Comet One passenger cars and putting them back to work to haul passengers in New Jersey. They can be identified easily, once inside, by the saddle-brown seats arranged in a three-and-two fixed configuration. The cars now have 131 as opposed to 100 seats as originally built. N.J. Transit is really serious about improving its service. It is clearly going to be a star of the commuter rail world. Traction enthusiasts will have much to cheer about with the electrification of the Coast Line from Mattawan to Long Branch, which is scheduled to open in 1988.

Bill Fennelly sends news that FERRY SERVICE on the Hudson River between Yonkers and the Wall Street area is a future possibility. The cost will be $12-$17 for the round trip. It is too early for a definitive statement, but ferry service will probably return to New York on a larger scale. Meanwhile, in Gotham there are the usual problems of air-conditioners not working during the warm months, fixing potholes in the streets, and finding that there are transportation bills to pay.

METRA, the commuter rail division of the Chicago Regional Transportation Authority, is beginning the very early stages of exploring expansion of the service. This is long-run thinking, and the implementation would be years off. Corridors reviewed in the earliest studies include extension of the Milwaukee Road line north from Rondout to Wadsworth; extension of the N&W commuter line south from Orland Park to Manhattan; extension of the Illinois Central Gulf

PLEASE SEND traction news and correspondence directly to Prof. George M. Smerk, Institute for Urban Transportation, 809 E. 9th St., Bloomington, IN 47405.

(GM&O) diesel-powered commuter line to Joliet, south an additional 16 miles to Wilmington; extension of the Illinois Central electric (now dubbed Metra Electric) from University Park to Monee; and an extension of the Chicago & North Western west line from Geneva to DeKalb. Thanks to David Cosgrove for the information.

Joseph T. Donadio sends the good word that the light rail line proposed for operation between downtown NORFOLK and Virginia Beach appears to be moving a little bit closer to possibility. Apparently, the major stumbling block right now is getting the approval of some of the motel and hotel owners in Virginia Beach who feel that the line may bring in riffraff. The Tidewater Transportation District Commission is working hard to build support along the line. The 18-mile system would have 14 stations and is proposing a total trip time of 38 minutes between the two cities. For more information, write the Tidewater Transportation District Commission, P.O. Box 20-96, Norfolk, VA 23501.

The PENN'S LANDING trolley line in Philadelphia may be threatened because the area is hot for development. Pier 9, owned by the city and used as a storage area for the trolleys, may be turned into something else. There are some other ideas about expanding the trolley service, including operating the service on a daily basis and tying it in with existing streetcar trackage on 4th and 5th Street. The latter recommendation would provide a loop that would allow riders to visit the waterfront and Independence Hall. Among the collection are an old P&W car, No.46, in all its wooden splendor; Red Arrow No.26, which is a converted Hog Island car; and Red Arrow No.80, one of the superb cars built by J.G. Brill in 1933. Thanks to Ernest A. Naile for the information.

Lou Sabetto writes from CLEVELAND that the new signal system for the Cleveland Rapid Transit System is going to slow it down. Riding between downtown and the airport on the rapid took as little as 21 minutes in the early 1970s. In 1987 it took 29 minutes and may be headed toward 31 minutes. The signal system changes are part of the virtual rebuilding and capital replenishment of the Cleveland Rapid Transit System that has taken place since the Greater Cleveland Regional Transportation Authority was founded.

The defeat of Governor Jim Thompson's tax increase proposals in ILLINOIS might have a serious impact on rail transit and transit in general in the state, and particularly in the Chicago area. The Regional Transportation Authority is already discussing fare increases of up to 40% over a three-to-five-year period to finance the backlog of capital improvements and rehabilitation. The capital replenishment is absolutely necessary as rail cars, track, support facilities, buses and other transit items grow older and wear out. The failure of the tax package to pass means this capital replenishment will have to be paid for from operating charges. As of 1987 the RTA was spending about $330 million a year of capital improvements; they really *need* to spend about $500 million per year, primarily on the rail systems.

CH TOMASHEK

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KALAMAZOO, LAKE SHORE & CHICAGO Freight operations began in early September 1987 on the Kalamazoo, Lake Shore & Chicago, which is operating the former CSX (ex-C&O/Pere Marquette) Paw Paw Branch from Hartford to Paw Paw, in Michigan's wine country just above the Indiana border. Their sole locomotive is a leased former-Santa Fe chopnose GP7 2110, renumbered 85 and attractively painted (see page 82) in colors symbolic of the wineries around Paw Paw. As well as freight, plans are to run excursions from the Amtrak connection at Hartford to Paw Paw and a dinner train, hopefully to begin in the spring of 1988. For the time being the locomotive is kept at Lawrence behind the County Road Department, six miles from Hartford. Also, the KLS&C is presently negotiating with CSX for the 17.5-mile branch from Hartford to South Haven. PTJ Publishing's Kevin McKinney is one of the three owners with John Hilbron and Mark Campbell. Campbell, formerly of the Michigan Northern, will be the president and CEO.

SANTA FE FILES PLAN EARLY In an effort to get its problems behind it, the Santa Fe Southern Pacific Corporation filed a series of alternative plans to divest itself of one of its railway companies. It had until September 28, 1987, to file a plan with the Interstate Commerce Commission. The deadline was set by the ICC when the government body rejected the Southern Pacific & Santa Fe merger.

The first option is the sale of the Southern Pacific Transportation Company to its employees or a non-railroad entity. The second is spinning off SPT to current SP&SF stockholders. The third is selling off the SPT in segments to railroad companies. Obviously, it has been has decided to keep the Santa Fe and dispose of the SP in whole or in part. SFSP Corporation President and CEO Robert D. Krebs, a former SP man, wants to be in a position to present the ICC with a detailed final divestiture plan by November 1987—WALTER APPEL.

CHICAGO CENTRAL & PACIFIC The CC&P operates approximately 750 miles of former Illinois Central track from Chicago to Omaha and is presently the largest of the newly-formed regional carriers. In early September, the CC&P filed Chapter 11 for court protection from creditors so it could reorganize in an apparent attempt to stop a potential takeover by its largest creditor, General Electric Credit Corporation. John E. Haley, who reportedly owns 58% interest in the line, organized the purchase from the ICG in 1985. In the bankruptcy filing, the CC&P reported $95 million in assets and only $91 million in liability; hardly a financial position that would call for court protection. By cutting rates and offering additional service, the 700 employees of the CC&P have earned a pre-interest profit. However, GECC holds a $75 million note with a variable interest rate tied to the prime rate charged by banks. The CC&P had been trying to arrange additional financing to buy out GECC.

Only a couple of weeks later, John Haley resigned, and the CC&P received an infusion of $5.5 million from GECC. The new funds are enough to keep the CC&P out of the bankruptcy courts. Haley was replaced by Donald Wood Jr., who was the BN's executive vice president of operations until last February when he joined the CC&P. Haley remains active in railroading through his Iowa-based Cedar Valley Railroad—WALTER APPEL.

SD45S RETURNED In a bit of a power crunch, the Burlington Northern is leasing some 20 SD45s from the Denver & Rio Grande Western. This is ironic because the BN has retired or returned to the lessors every SD45/F45/SDP45 it owned. While you will find BN green SD45s and an F45 hauling stack trains through New Jersey on the Susquehanna, the only 20-cylinder power now rostered by the BN is painted Rio Grande black.

NICKEL PLATE BERKSHIRE Fort Wayne's Nickel Plate 2-8-4 765, coming off last year's insurance crisis, began its 1987 season on September 12 and 13 with a trip each day from Fort Wayne to Peru, Indiana, and return. This 100-mile round trip is a regular for the "Berk" and her crew, but this year they got to do a little extra running. C&O Kanawha 2789 is undergoing restoration on the wye at Peru (the 2789 was removed from West City Park in Peru on November 11, 1986, and is being overhauled by the Miami County Steam Locomotive Association). CSX is petitioning to abandon the line from Marion, Ind., to Peru, including the wye. CSX would not allow movements on the wye, as it would weaken the case for abandonment. Thus, the 765 had to run an additional 47 miles each way to Lafayette to turn on the wye there, nearly doubling the length of the trip.

This year the 765 is running in her "759 look." Her Mars light has been restored above the headlight for visibility. "With all the liability insurance problems, we want as much candlepower up front as possible," said one crew member. Also, the auxiliary tender is painted black totally free of lettering. The 2-8-4 will finish the season this year with four Huntington to Hinton, W.Va., "New River Train" trips (see TIMETABLE) in what should be gorgeous fall colors.

THE WISCONSIN CENTRAL Pending ICC approval, the Lake States Division of the Soo Line is being purchased by Wisconsin Central Limited. Lake States (consisting of the former-Soo Chicago-Minneapolis and Minneapolis-Sault Ste. Marie main lines and lines to Superior and Ashland) was formed in early 1986 when the Soo Line purchased the Milwaukee Road. The main line traffic was then routed off of the Soo Line in favor of the better Milwaukee Road main line between Chicago and Minneapolis. The Soo Line's Eastern Division became the Lake States Division and was then operated as a secondary line for its remaining customers. In March 1987 Lake States became a separate subsidiary of Soo Line Corporation to operate the lines. In July it was publicly announced that a new company, Wisconsin Central Limited, has financing in place to purchase all Lake States property under leadership of their president, Ed Burkhardt. On August 21, a directors special was run over the line between Chicago and the Weston Power Plant south of Wausau, Wis., with the directors and investors to look over the line. The last day for public objection was September 25. A decision could be made as soon as early October. The Wisconsin Central will include the Lake States trackage, a few branches and Milwaukee Road lines from New Lisbon to Tomahawk and Milwaukee to Green Bay, a total of 1920 miles. Operation from Superior to Ladysmith will be via trackage rights.

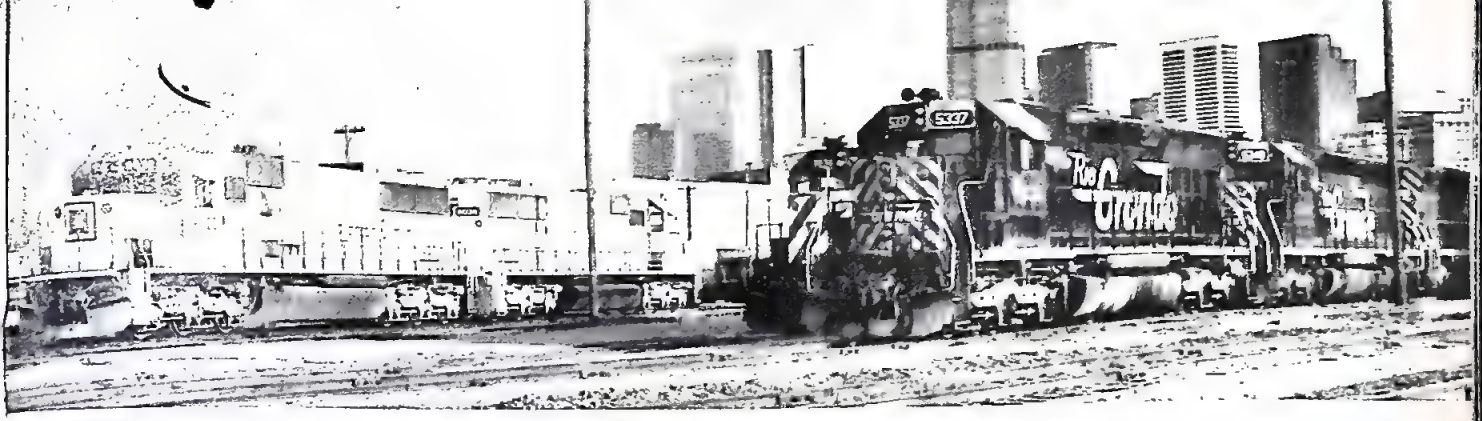
The Wisconsin Central will be a non-union road running either two- or three-man crews and will have a profit sharing program for its employees. Cabooses will be used in transfer service only where reverse moves are required. Motive power requirements and availability are being determined, and one unit has reportedly been painted maroon and gold and "hidden" for unveiling on the day the railroad opens.

SUPER-TANKER SLUG The Indiana Harbor Belt has come up with their very own "Super-Tanker." Shop forces removed a portion of the ballast weight on slug unit PB1 and installed a fuel tank from a scrapped Conrail U-boat. The new fuel tank feeds directly into the existing fuel tank on SW1500 9204, giving the unit a fuel capacity of roughly 3600 gallons.

The reason for the conversion is that the IHB is taxed on the fuel depending upon *where* it is pumped, and it is cheaper to fuel up at Gibson Yard, in Indiana, rather than in Illinois. Also, it can be used for longer periods of time away from the servicing facilities. So far the 9204 is the only locomotive to get a fuel tender, and there is no word of any other slugs to be converted at present.

NEW ROADRAILER CSX Corporation inaugurated its *XpressRailer* service between Detroit and Atlanta this summer. Carrying GM auto parts, they run as unit trains with two-man crews and operate daily under the symbols R-210 northbound and R-211 southbound. The trailers couple directly to each other, and the first trailer behind the locomotive is a utility box. CSX's Mark IV XpressRailer trailers are being built by Thrall Car Manufacturing and feature sleek aerodynamics, decreased rolling resistance and a smooth riding air-spring suspension. The new trailers are 48 feet long and 102 inches wide and have a capacity of 3466 cubic feet. Also, this new generation of RoadRailer has the flanged wheel between the rubber tires; earlier ones were behind the rubber tires, which resulted in many a banged-up loading dock. Beginning in 1959, the C&O used RoadRailers to carry mail on its *Pere Marquette* passenger trains.

Norfolk Southern Corporation has also introduced RoadRailer service between Atlanta and Detroit. The new 24-hour daily service was



JOE SNIDER

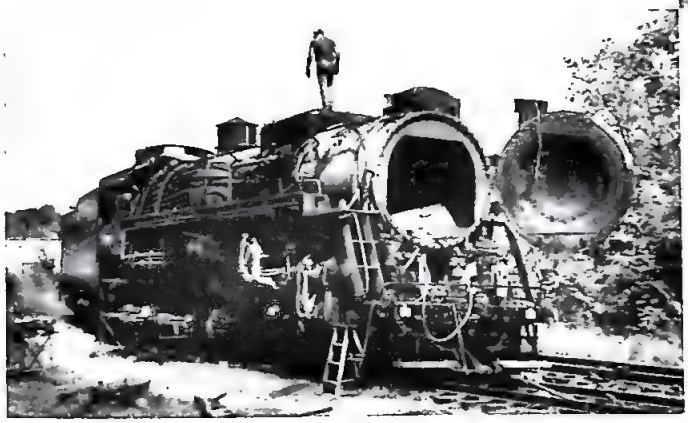
BOB & TOM SCHMIDT

THE WISCONSIN CENTRAL directors rode from Chicago to the Weston Power Plant near Wausau, Wis., on August 21, 1987, behind Soo (ex-MN&S) SD39 6241 lettered for subsidiary Lake States.

SD45S RETURNED to the BN in the form of 20 leased Rio Grande units. The first group posed with Oakways upon arrival at BN's 23rd Street facility in Denver on January 14, 1987.

CHUCK MAGER

SUPER-TANKER SLUG PB1 was built by the Indiana Harbor Belt in August 1987 by adding an ex-GE fuel tank atop the frame. This increases the fuel capacity of SW1500 9204 to 3600 gallons. This will save the IHB money as diesel fuel is taxed where it is pumped.



NICKEL PLATE BERKSHIRE 765 ran its first public trips for 1987 on September 12-13 over the N&W's former-Wabash main line from Fort Wayne to Peru, Indiana. The Mars light-equipped 2-8-4 is seen (below) entering Peru on Saturday. On past trips, the 765 was permitted to turn on the C&O wye, but since CSX is trying to abandon the line—and C&O 2-8-4 2789 is undergoing restoration on the wye track itself—the 765 had to run an additional 47 miles to Lafayette to turn. The crew working on the C&O 2789 (left) climbed atop their engine to catch a glimpse of the 765 passing by beyond a nearby building. On these same two days, N&W 2-6-6-4 1218 was running out of Cincinnati.

TWO PHOTOS JIM BOYD

developed as a result of Triple Crown Express, NS's highway trailer service between the two cities. The volume over that specific route had reached the level where conversion to RoadRailer was economical. This is one of Norfolk Southern's three present RoadRailer routes. NS was the first company since BiModal Corporation to operate RoadRailers when their Detroit to St. Louis trains started in July 1986. Most recently, NS has added a daily Chicago to Atlanta train. Actually, this third train runs five days a week from Chicago to Fort Wayne, Ind., and connects with the Detroit-Atlanta train.

OPERATION LIFESAVER The New York State Operation Lifesaver train hit the rails on September 1, 1987, on Conrail's ex-EL and NYC trackage ferrying state and local officials and invited guests to ten communities campaigning for grade crossing safety. The four-car train consisted of Conrail business cars 8, 25, 26 and 10 with Conrail's newest in-service E8A 4021, former Amtrak 499 (ex-Amtrak 317, ex-PC 4311, nee-PRR 5711A). With the aid of a cab-mounted video camera and monitors onboard the coaches, passengers were afforded an engineer's-eye-view of approaching grade crossing activity ahead.

After a short ceremony at the Lackawanna depot at Binghamton, the special, operating as symbol OCS761, departed east on Conrail's Southern Tier district at 7:30 with scheduled stops in Owego, Waverly, Elmira and Corning before heading north along Seneca Lake on the former-NYC Corning Secondary to Geneva. At Owego, the special was met by Tioga Central Alco S2 switcher 14 and a former D&H coach in support of the cause. The train then turned east onto Conrail's Auburn Secondary. It whistle-stopped at Seneca Falls, Auburn and the depot at Martisco (now a Central N.Y. Chapter NRHS museum) before jockeying into the New York State Fairgrounds near Syracuse. The message for this trip was "Trains can't stop . . . you can"—DOUG EISEL.

BLUE MOUNTAIN & READING Reading 4-8-4 2102 has begun a rather aggressive excursion season in the Northeast beginning with its August 30 Conrail trips from Reading to Jim Thorpe, Pa. As with NKP 765, turning is becoming a problem for the larger engines. Because Jim Thorpe is not a direct route, half the trip in each direction had to be run in reverse. On September 27, for New Jersey Transit's Hoboken Festival, the 4-8-4 ran from Hoboken, N.J., to Port Jervis, N.Y. To avoid running "tender first," the return trip was pulled by BM&R's Tuscan red PRR E8s, as the 2102 is too big for the wye at Campbell Hall, N.Y.

On September 17, 1987, the 2102 went to Philadelphia to participate in the "We The People . . ." Constitution celebration. With school children, state officials and Pennsylvania Governor Robert Casey aboard, the train steamed from the BM&R depot in South Temple to 30th Street Station in Philadelphia. The 2102 was dressed in bunting, and her tender was lettered "We The People . . . Of Reading and Berks County Celebrate Constitution Day." BM&R owner Andy Muller says the tender will stay decorated that way for the remainder of 1987.

RETIRED E-UNITS As it had done with the GG1s and the Lackawanna m.u.'s, New Jersey Transit ran a "Farewell to the E8s" excursion from Hoboken to Bay Head and return on Sunday, September 13, 1987. This marked the retirement of NJT's last three E8s in service, which ran their last days on the New York & Long Branch commuter line. The seven-car special carried 469 people in the pouring rain lead by blue and silver Paducah-rebuilt E8s 4253, 4267 and 4248 (originally PRR 5798A, 5791A and 5788A respectively). This retirement is significant as these made up the last steam-boiler-equipped fleet in regular service, though NJT no longer operates any more steam-heated trains. In recent months the Es were always teamed up with HEP-equipped units, usually GP40Ps. Currently, Chicago's Metra is running the last fleet of E-units in regular revenue service, with 25 going strong on the Burlington Northern and a few remaining on the C&NW commuter lines (see page 77). Conrail maintains three E8s (4020-4022) for its inspection trains, and the UP keeps E9 951 on hand for excursions. The last revenue run on N.J. Transit happened unexpectedly with little fanfare during the week before the trip. NJT presently owns 26 E-units. Former E8A 4323 was converted to a wayside power station for overnight storage of push-pull trains and is not considered a locomotive. Eighteen E-units appeared on their latest disposition list. While all the bids are in, the final outcome is not yet available, though as many as nine may have been purchased by Naparano Iron & Metal. The majority of the 18 are hulks, cannibalized to keep the others running. The remaining eight are being held for a proposed state railroad museum, including the three used on the last run.

HAROLD H. HALL RETIRES Norfolk Southern's Vice-Chairman Harold H. Hall retired on October 1, 1987. He started as a part-time freight handler for the Southern Railway in 1943 and step by step worked his way up to president and CEO of the Southern Railway in 1980—having never earned a college degree. His secret of success was an expertise in streamlining rail operations, and he is given more credit than any other executive for the smooth merger of the Southern Railway and the Norfolk & Western in 1982. Hall was seriously considered as a successor to Chairman Robert B. Claytor, but the job went to Arnold B. McKinnon. Although retired, Hall will continue as a member of the Norfolk Southern board of directors.

ILLINOIS RAILWAY MUSEUM Intercontinental Engineering Manufacturing Corporation of Kansas City has donated five Union Pacific "Big Blow" turbines to the Illinois Railway Museum. The museum plans to transport the 28A and 28B (the only complete A-B set in the IRM group) to Union. The other four cab units (road numbers not confirmed) are available for trade and are in various states of disrepair. None are serviceable. When operational, both the A and B unit were required for a working locomotive. These were part of a class of 30 8500-h.p. turbines ordered by the UP in 1958. The 28A-B was delivered in 1961 and served the UP until retired in late 1969 with over 880,000 miles. IEMC received both the A and B units of a number of UP turbines in 1975 from parent Continental Leasing and planned to use the turbine engines as power plants for marine service. It didn't work as well as planned, and they began scrapping the carbodies. IEMC then realized the significance of the "Big Blows" and donated the remaining carbodies to IRM for distribution to other museums. The 18A-B was previously donated to the Kansas City Railroad Museum and the 26A-B is reported to be spoken for.

Meanwhile, back at the museum site, Minneapolis, Northfield & Southern DT6-6-20 21, which they claim is the sole surviving Baldwin center-cab, has been restored to service since the Labor Day Railfan Weekend (covered on pages 73-77). The big "Blue Dragon" was operating as the shop switcher for Member's Day on September 26-27 in full MN&S livery.

IRM has also purchased Columbus & Greenville Baldwin AS416 606 from a scrap dealer in Greenville, Mississippi. This famous Baldwin was built for the C&G in September 1951 and operated until 1984 (see "Last Baldwin on the Delta," July 1984 R&R). It was sold to the scrapper with its fuel tank and two air reservoirs missing; however, IRM has located the items from other sources. Conversations with the C&G revealed that the locomotive was retired in serviceable condition. Some of the fund-raising for the AS416 was done over the past several months by gathering and recycling aluminum soda-pop cans collected on the museum grounds. So far, half of the $6000 paid has been raised. This is probably the first time a pile of soda cans has ever been turned *into* a locomotive.

IRM operates its steam and diesel trains at various times throughout the year and holds a number of special events including a Fourth of July Trolley Pageant and a Steam Week and Diesel Week in August. For a full schedule brochure of 1988 events send a stamped, self-addressed envelope to Brochure, Illinois Railway Museum, P.O. Box 431, Union, IL 60180. For their handsome full-color single-sheet calendar outlining operating days and special events, send a donation to cover postage to the same address, but noting "Calendar" rather than "Brochure."

THE KATY DONATED The MKT has donated EMD re-engined DS4-4-10 Baldwin switcher 28 to the Iron Horse Historical Society of Parsons, Kansas, on March 16, 1987. The oil-engine swap was done by EMD in 1959. The boxy Baldwin retained its cab, frame and trucks while receiving a 12-cylinder 567 prime mover rated at 1000 h.p. and a new hood. Originally painted red, it was retired in the newer green and yellow scheme on April 4, 1985. The unique little diesel is presently stored at the Parsons shop until the Iron Horse people establish a location for display.

LIZ YOUNG

SANDY BURTON

OPERATION LIFESAVER was being promoted by a Conrail special from Binghamton to Syracuse, N.Y., on September 1, 1987. The Conrail train, behind E8 4021, is shown here on the old Erie main line at Owego, N.Y., meeting Tioga Central S2 No.14 at 8:05 a.m. as the fog lifted out of the Susquehanna River valley. The Conrail train went west to Corning, where it turned north on a former-NYC line to Geneva, N.Y., and then continued east to Syracuse.

JIM BOYD

RETIRED E-UNITS had their "last hurrah" on N.J. Transit's "Farewell to the E8s" excursion from Hoboken through Newark to Bay Head, N.J., and back on September 13, 1987. The Paducah-rebuilt trio of ex-PRR E8s is shown on the Raritan Bay drawbridge on the return trip. Two weeks later shiny PRR E8s from the Blue Mountain & Reading were used by N.J. Transit to handle the return leg of its Reading 4-8-4 2102 excursion to Port Jervis, N.Y. Alco C630 5308 piloted the 2102 back from Port Jervis, as the 4-8-4 could not be turned. The diesels are (right) preparing to leave Port Jervis.

BRIAN PALMER

BRUCE BERGMAN

THE KATY DONATED EMD re-engined Baldwin DS4-4-10 switcher 28 to the Iron Horse Historical Society of Parsons, Kansas. The unit is shown at Parsons on August 8, 1987. The MKT will store the 28 until a display site can be found.

ILLINOIS RAILWAY MUSEUM has acquired five UP turbines from Intercontinental Engineering of Kansas City. Included in the deal was one complete A-B set, No.28, which IRM will retain. The 28A is shown here at Intercontinental in August 1987.

The former-NP
from Spokane, Washington,
to Sandpoint, Idaho

by Bruce Kelly

There is probably no busier stretch of main line in Burlington Northern's 27,000-mile system than the Spokane Division's 6th Subdivision between Sunset Junction, Washington, and Sandpoint Junction, Idaho. The majority of the route's 67½ miles lie in the rural and mountainous country of the Idaho panhandle, while the primary hub for operations is at Spokane, Washington, where BN's divisional headquarters, freight yards and engine shops occupy large chunks of the city's real estate. Railroaders and rail enthusiasts look upon the trackage between Sunset and Sandpoint junctions as a sort of funnel—more appropriately, a bottleneck—through which all of BN's traffic into and out of the Pacific Northwest must pass. What's amazing is that even during periods of extreme congestion (a parade of five or six eastbounds within a 40-minute period is not unheard of on Friday afternoons), an average speed of about 65 m.p.h. is maintained on the funnel. With the exception of Amtrak's *Empire Builder*, few trains utilize the line's 79 m.p.h. allowable track speed because BN puts *just* enough road power on the head end to get its freight across the division before the crew falls dead on the hours-of-service law.

From Seattle's King Street Station, the Boyer West dispatcher decides which trains must take a siding and when trains can depart the yards. Although BN's Spokane Relay and Yardley Tower operators help to expedite what goes on along the downtown terminal trackage, it's the Boyer West dispatcher's delicate task to keep things fluid and punctual on the 132-pound main line rails.

Over the road

The usual midday lull in traffic has created a maintenance window, and several wayside gangs are hard at work either checking turnout motors and block signals or placing new welds on the ribbon rail. Let's hop into the roadmaster's hi-rail truck as he makes an inspection tour of the funnel.

Sunset Junction (Milepoint 1.1 on the 6th Subdivision, Spokane Division) marks the western entrance to the funnel. The routes of three premerger railroads all converge eastward into one line here: the former Great Northern from Wenatchee, Wash.; the former Spokane, Portland & Seattle from Pasco,

The BN's Northwest "Funnel"

BURLINGTON NORTHERN

Wash. (though in operation only to a point twelve miles west of Sunset Junction, as the majority of this labor-intensive line was abandoned on June 29, 1987); and the former Northern Pacific, also from Pasco. On today's Burlington Northern, the 1st Subdivision, Pacific Division (ex-GN) and the 3rd Subdivision, Portland Division (ex-SP&S) wye together at Latah Junction, a unique aerial location high atop the Latah Creek Bridge. The bridge, plus most of the existing grade west up Lyons Hill, was constructed after the 1970 merger of the Hill Lines into Burlington Northern, so true GN heritage cannot be traced to Latah Junction. Traffic off the combined GN/SP&S routes enters the 6th Subdivision at Latah Junction, and eight-tenths of a mile to the east, eastbound movements from the 1st Subdivision, Portland Division (ex-NP) join in at Sunset Junction. For the next nine miles, BN's 6th Subdivision is a double-track main line soaring across Spokane's downtown streets on a mile-long viaduct before cutting through the outlying industrial zone at or below grade.

Spokane depot at Milepost 0.0 (the mileposts count down as you head eastward, with Sunset Junction MP 1.1, the depot MP 0.0/71.5 and UP Tower 69.7) is the home of BN's Spokane Division management and the late-night stop for Amtrak's *Empire Builder*. BN engineers used to receive orders from the operator at UP Tower, where eastbound UP freights (UP considers them northbound) leave behind their trackage rights on BN and either terminate at UP's Spokane Yard or continue north to Canada via Eastport, Idaho, on trackage of subsidiary Spokane International. In March 1987 UP tower was closed and later torn down. Control of Spokane's Automatic Block Signal territory was transferred to the Boyer West dispatcher.

The separate facilities at Yardley (west end) and Parkwater (east end) distinguish the two halves of BN's main yard in Spokane. SW1500s can usually be found switching either end of the yard—often tacking cabooses onto eastbound trains or removing them from westbounds (thanks to Montana's ongoing caboose law, End-Of-Train monitors aren't used on BN's funnel trains except in the case of local switchers). The largest gathering of horsepower idles around the shops and turntable at Parkwater, which to this day is referred to as "the roundhouse," though such a structure no longer exists there. Parkwater shop forces lost their jobs in May 1987 to yet another BN budget reduction; the remaining skeleton crew merely provides servicing and spot maintenance.

Overflow carloadings from the area's

PARKWATER ENGINE TERMINAL is visible behind ex-GN SW1500 303, which is switching the east end of BN's main Spokane yard. Grain Extra 8061 West (top left) is in the siding at Otis Orchards for Extra 8071 East. GP39-2 2711 leads Train 100 (bottom left) through the mile-long cut at Milepost 27 east of Athol.

PHOTOGRAPHY: BRUCE KELLY

THE SEASON'S FIRST heavy snowfall surrounds Amtrak's westbound Empire Builder at Sandpoint on November 16, 1985. Two Oakway SD60s (opposite right) have stack train 14 on the main at Rathdrum, Idaho, passing SD40-2 7096 in May 1987.

branches often end up at Erie Street Yard, a minor place for parking local "junk" until it's ready to move. Hidden away just west of the now-vacant UP Tower site, Erie Street doesn't even show up in recent employee timetables.

The Spokane terminal's double track slims down to single track at Irvin (MP 63.3), and from here on east, trains are governed by CTC signals and the Boyer West dispatcher's radio instructions. At Milepost 53, our hi-rail journey crosses the border into Idaho, and the generally straight course laid out across the Rathdrum Prairie (completed by the NP in 1880) permits the high-priority intermodal trains to run at track speed. Six days a week, BN's Coeur d'Alene Local brings 15 to 20 loads of lumber and woodchips up the 14th Subdivision branch from Coeur d'Alene, Huetter and Post Falls, Idaho, and rounds the wye at Hauser Junction to reenter the 6th Subdivision main for the return trip to Parkwater. Nearly six miles farther east, Hauser Yard holds several long cuts of unused and bad order freight cars. A number of Spokane-based trains actually originate or terminate at Hauser to ease the pressure at Yardley. On its heavily-used CTC main lines, Burlington Northern likes to install talking defect detectors every 20 to 30 miles to monitor the condition of each passing train. The first scanner site encountered on our eastward hi-rail ride is the Ramsey detector at Milepoint 39.5. The funnel ascends a very slight eastward grade in crossing the Rathdrum Prairie; the elevation at Hauser Junction is about 2110 feet above sea level, and near the west end of Athol Siding the climb peaks at nearly 2400 feet. The Spokane International main line, which has taken a more southerly route around the prairie, passes beneath the BN 6th Subdivision near the center of Athol siding. The two lines are parallel and at about the same elevation as they cross Highway 54 in Athol, but the SI soon veers away northwestward to avoid the mountain terrain ahead. The SI then takes to the Pend Oreille River valley for a water level approach to Sandpoint.

Burlington Northern tackles the rough country head-on north of Athol. The next five miles of the funnel are the result of a $3 million line relocation completed by the Northern Pacific on September 24, 1965. The original NP route west of Granite Lake contained tight curves and extremely steep grades, and an easier alignment was constructed in 1900. Still, the newer route had its faults, including an unlined rock bore tunnel and a curvaceous approach to the high bridge spanning part of Granite Lake. NP's work between June 1964 and September 1965 required the excavation of more than 2½ million cubic yards of rock and sand—material which then contributed to the 155-foot-high fill at the new line's east end. A distance of 1.82 miles was cut from the railroad by this relocation, and today's BN and Amtrak trains can navigate the area at up to 79 m.p.h.—a far cry from the 30 m.p.h. limit on the previous trackage.

The Granite defect detector at Milepoint 22.6 lies near the bottom of the graceful descent from Athol. Though hardly perceptible, the funnel's grade leads continually downward the rest of the way into Sandpoint. As we round the curve at the northeast corner of Cocolalla Lake, a high green signal indication marks the beginning of Algoma's brief section of double track. Nothing symbolizes the funnel's busy nature better than the meeting of two trains—both doing 65 m.p.h.—on the double main at Algoma. The two tracks weave a curving path downgrade along the Sagle Slough before the return to single track.

The 6th Subdivision's fast pace drops to a crawl for the crossing of Lake Pend Oreille (one of the lake's shoreline communities, Ponderay, is thus spelled for easier pronunciation). The BN's deck bridge stretches for some 8000 feet across the relatively shallow mouth of the Pend Oreille River; the actual depth of the lake's main body has never been determined. The U.S. Navy trained recruits here during WWII, and sightings of mysterious serpents have tagged Lake Pend Oreille as the Gem State's version of Loch Ness.

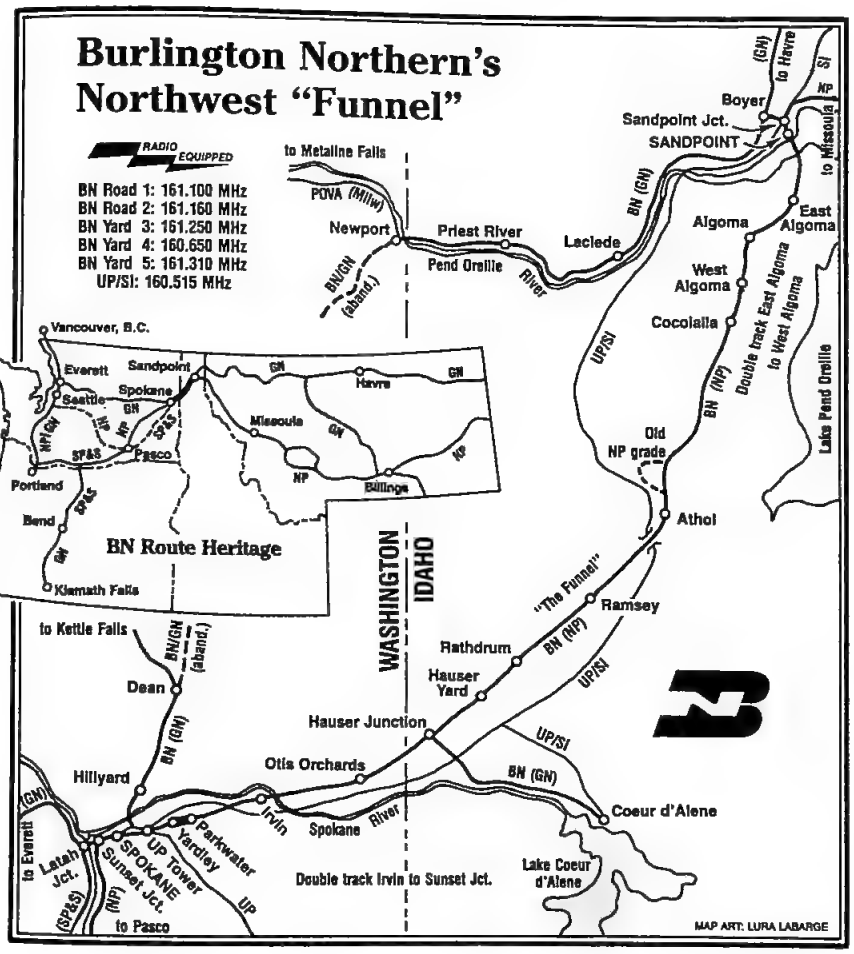
Beyond the bridge is Sandpoint. One-tenth of a mile east of Sandpoint depot the funnel splits at Sandpoint Junction. Sixth Subdivision rails curve to the left and bridge Sand Creek and Highway 95 and then cross the SI main at grade before heading north again (railroad east) toward Bonners Ferry, Idaho. The 6th Subdivision utilizes the old GN route for the next 194 miles to Conkelley, Montana. Northern Pacific's route to Missoula, Montana, continues out of Sandpoint Junction in the form of BN's 5th Subdivision, Spokane Division. A pending sale of BN's southern Montana trackage may place the 5th Subdivision in the hands of short line Montana RailLink sometime in 1988. By employing non-union crews and more flexible work rules, Montana RailLink expects to give the BN an economically-attractive bridge service between Idaho and Wyoming.

We'll set off our hi-rail truck at Boyer (where the ex-GN line, now a BN branch, leads back toward Spokane along the Pend Oreille River) and drive into Sandpoint for some lunch. A study of today's train lineup should reveal a good number of grain trains, double-stacks and manifest freights heading our way from Conkelley and Missoula; let's see if we can predict the Boyer West dispatcher's afternoon game plan for the funnel.

Traffic on the funnel

Westbound BN freights from Chicago and Minneapolis approach the Pacific Northwest across the nation's northern fringes through Minot, North Dakota, and Havre, Montana, while those from Kansas City and Fort Worth enter the region through Wyoming and southern Montana. All this westward traffic blends together at Sandpoint Junction, and in the coming miles on the funnel,

there'll be meets with eastbound freights launched from Seattle, Tacoma, Portland, Pasco and Spokane. The smooth, silver railheads on both the main and passing tracks attest to the steady flow of numeric train symbols (odd numbers west, even numbers east) between Sunset and Sandpoint junctions. Thirty-eight BN symbols in all (from 1 to 699) currently traverse all or part of the funnel. What they are, where they originate, and which way they're headed is clearly explained in the chart on page 53.



Mixed freight in the Pacific Northwest includes boxcar merchandise, finished lumber, perishables, oversize or external cargo (vehicles, machinery, pipeline hardware, aircraft components) and short cuts of local grain. Trains 7 through 10 provide SeaLand Corporation's landbridge service for double-stacked intermodal containers, and their Monday-through-Friday departures from Tacoma and Chicago generally put eastbound trains 8 and 10 on the funnel during weekdays only; trains 7 and 9 from Chicago take considerably longer to reach the Idaho panhandle, and therefore may be seen passing Sandpoint Junction on Saturdays or even on Sundays. One of the line's more interesting trains is 107 out of Minneapolis, which often leaves its train at Hauser Yard and then caboose-hops into Parkwater.

Since grades on the 6th Subdivision aren't too ominous, two to four units are ample power for even the heavy merchandise freights. Unit grain trains sometimes receive five or more units on their westward, loaded run. Fuel-tendered consists of GP50s, B30-7As and SD40-2s have commonly headed high priority trains 1-4, 7-10 and 12-14, but now the big Oakway SD60s are finding a niche in BN's intermodal fleet,

COCOLALLA LAKE'S frozen surface creates a winter backdrop for Train 104 with two GP50s, a fuel tender and a B30-7A, eastbound near Algoma in February 1987.

their high-horsepower, six-motor stature proving superior on the mountain grades of Washington and Montana. Short haul manifests like 206, 228, 627, 671 and 672 are sure bets for older power such as GP9s, GP30s and GP35s as well as GP38s and GP39s. Unusual buildups of carloadings at intermediate terminals must be moved out with whatever local power can be rounded up, and under an appropriate route/distination symbol: 100YA (100 launched from Yardley); 206WE (206 launched from Wenatchee); 107WF (107 launched from Whitefish); etc. Of the 38 original freight train symbols, 30 or more of them can be expected to run the 6th Subdivision within a 24-hour period on weekdays.

As if these weren't enough to keep the Boyer West dispatcher on his or her toes, a total of 38 various BN grain trains are potential visitors to the funnel. They carry a three-character alpha/numeric symbol, the first character always being the letter G, which signifies a unit grain movement. The second character indicates the train's point of origin, and the third character indicates destination. Origination points for loaded grain trains are coded by letter (A: Creston, Iowa; B: Lincoln, Neb.; C: Sioux City, Iowa; D: Dayton's Bluff, Minn.; E: Dickinson, N.D.; F: Great Falls, Mont.; G: Aberdeen, S.D.; M: McCook, Neb.; N: Enid, Okla.; O: Omaha, Neb.; R: Denver, Colo.; and S: Spokane, Wash.). Their destination is coded by number (1: Seattle; 2: Tacoma; 3: Portland; and 5: Kalama, Wash.). Hence, a loaded grain train running west from Sioux City to Portland would by symbolled GC3, while on its eastward empty run the symbol would become G3C. In the Northwest, the most prolific of BN's grain symbols and regular participants in the funnel's daily parade are westbound loaded trains GC5 and GD3 and eastbound empty trains G3D and G3G. BN's grain train fleet is also subject to intermediate origination as shown by symbols like GD3HA (GD3 launched from Havre) and G3DPS (G3D launched from Pasco).

Most trains from the intermediate terminals are generated from local industrial and branch line sources. BN's Coeur d'Alene Local departs Parkwater at around sunrise and rolls directly to Hauser Junction, where the Coeur d'Alene Branch splits off from the main. Empty woodchip gondolas and bulkhead flats dropped at Hauser Yard or at Hauser Junction are sorted into ordered blocks on the junction wye for easier switching along the branch, and by 11:30 a.m. the single GP9 or GP38-2 assigned to the CdA Local pulls out the train's slack and climbs away to Post Falls. The two-unit Rathdrum Turn (more commonly called the Rat Turn) switches Hauser Yard and the set-out spurs at Rathdrum, Ramsey and Athol as needed. Factory loads from the Trentwood/Velox/Millwood district east of Parkwater provide daily business for

BN's Velox Switcher. The biggest traveler among the funnel's road switchers is the Sandpoint Local, a four-unit way freight sent out from Yardley to collect cars from the BN/SI interchange yard at Sandpoint, plus any lumber and woodchip loads brought into Boyer from mills along the Spokane Division's 8th Subdivision (Newport, Wash.) branch.

Except on those occasions when heavy winter storms in North Dakota and Montana delay the westbound *Empire Builder*, Amtrak's presence on the funnel is confined to late night hours. When the *Builder* runs according to schedule, the first Amtrak to enter the funnel is westbound No.7, with a station stop at Sandpoint at 11:05 p.m. Then at 11:20 p.m., the eastbound Portland section, No.28, climbs into Sunset Junction, followed 20 minutes later by No.8 from Seattle. Superliners from No.28 are added to No.8 at Spokane, and the enlarged *Empire Builder* departs eastward at 12:25 a.m. Ten minutes afterwards, No.7 rolls in and repeats the process in reverse, with Amtraks 7 and 27 departing Spokane at 1:00 and 1:10 a.m. Landlord BN has its own trains numbered 7 and 8, so on the railroad and in radio conversation, the four *Empire Builders* are called 1007, 1008, 1027 and 1028. It's important for the Boyer West dispatcher to distinguish between a "ten-oh-seven" and a "number seven" lest he or she mistakenly puts Amtrak in the hole to let westbound double-stacks or other freight run by.

Railfanning the funnel

Railfan photography of the Sunset Junction-to-Sandpoint Junction line is made easy thanks to the area's network of highways and back roads, as this is an equally busy corridor for truckers and tourists. Maps are indispensable tools for first-time visitors or even experienced locals. I recommend two maps available from the U.S. Geological Survey (Denver, Colorado 80225): the "Spokane" and "Sandpoint" sheets from the 1:250,000 scale series. Be sure to ask for the latest editions to avoid buying outdated copies showing pre-BN trackage, some of which no longer exists. An extremely detailed coverage of north Idaho's portion of the funnel is given by the *Idaho Panhandle National Forests Visitor's Travel Plan* map, available at most ranger stations in the area or by writing the Forest Supervisor at 1201 Ironwood Drive, Coeur d'Alene, ID 83814.

A radio scanning monitor is another useful tool for keeping ahead of the fast-paced 6th Subdivision action. BN's Road Channel 1 (161.100) is used for main line service, and Road Channel 2 (161.160) is used for branch line and yard service. Tuning in to UP's 160.515 helps in tracking the daily SI trains between Spokane and Eastport. Let's put our scanner, maps and knowledge of the funnel together and see what transpires for our cameras.

The acoustics of the Purcell Trench (a gentle mountain valley followed by the 6th Subdivision through north Idaho) let you hear the Run 8 roar and air horns of trains far in advance of their becoming visible. Between Boyer and Sandpoint Junction westbound trains cross from Boyer East to Boyer West dispatcher territory, and trains coming off the 5th Subdivision from Missoula switch from Road Channel 2 to Channel 1. This funneling of traffic and transition of territories results in quite a lot of radio talk. Such communication, combined with the talking defect detector at Boyer (which scans the Sandpoint-Bonners Ferry movements only) and dozens of nearby grade crossings help to alert photographers to an approaching train.

Highway 95 closely parallels the funnel between Sandpoint and Athol. Prominent road signs mark the turnoffs to Bottle Bay and Sagle for access to the southern end of the Lake Pend Oreille bridge and the beginning of two-track territory at East Algoma. Near the community of Careywood, BN's Granite wayside detector can be seen alongside the highway, and it transmits a signal that my hand-held scanner can

BURLINGTON NORTHERN

Spokane Division Freights

Train	Origin	Destination	Standard Profile
1	Chicago	Portland	Trailers, containers, auto racks
2	Portland	Chicago	Trailers, containers, auto racks
3	Chicago	South Seattle	Trailers, containers, auto racks
4	South Seattle	Chicago	Trailers, containers, auto racks
7	Chicago	Tacoma	Double stacks
8	Tacoma	Chicago	Double stacks
9	Chicago	Tacoma	Double stacks
10	Tacoma	Chicago	Double stacks
12	Seattle	Chicago	Containers, double stacks, trailers
13	Chicago	Portland	Containers, double stacks, trailers
14	Tacoma	Chicago	Containers, double stacks, trailers
15	Spokane	Seattle	Trailers
21	Birmingham	South Seattle	Trailers, containers, priority freight
22	South Seattle	Birmingham	Trailers, containers, priority freight
24	Spokane	Birmingham	Trailers
33	Chicago	Seattle	Auto racks, trailers
34	Seattle	Chicago	Auto racks, trailers
91	Houston	Spokane	Trailers, auto racks, priority freight
92	Portland	Houston	Trailers, auto racks, priority freight
100	Pasco	Chicago	Mixed freight, auto racks
101	Minneapolis	Vancouver, Wa.	Mixed freight, auto racks
103	Chicago	Seattle	Mixed freight
104	Seattle	Chicago	Mixed freight
107	Minneapolis	Spokane	Mixed freight
120	Portland	Birmingham	Mixed freight
121	Kansas City	Pasco	Mixed freight
195	Fort Worth	Seattle	Mixed freight
196	Seattle	Fort Worth	Mixed freight
206	Seattle/Balmer	Minot	Mixed freight
207	Minneapolis	Pasco	Mixed freight
208	Pasco	Minneapolis	Mixed freight
228	Pasco	Laurel	Mixed freight
600	Seattle	Spokane	Mixed freight
601	Spokane	Seattle	Mixed freight
627	Missoula	Pasco	Mixed freight
671	Spokane	Klamath Falls	Lumber, woodchips, grain, empties
672	Klamath Falls	Spokane	Mixed freight, empties
699	Spokane	Balmer	Mixed freight

MANY THANKS to Fred Simon of Spokane and his sources at BN for compiling this list of train symbols and to Brian Rutherford of Campbell, Cal., for providing data on the Athol-Granite line change—BRUCE KELLY.

pick up as far away as Athol or Algoma. Unless you're prepared to absorb the cost (not to mention the delay) of a speeding ticket, Highway 95's posted limit of 55 m.p.h. will let all but the draggiest of freights get away. Observe the CTC signals, listen to the radio, determine which direction the next train will be headed, and set up the cameras-...*fast*.

Gravel and blacktop side roads intermittently hug the BN right-of-way between the Granite detector and the west end of Ramsey siding. Otherwise hidden from view in the dense forest, trains running along the segment between Ramsey and Rathdrum are given away by the Ramsey detector's radio report on Road Channel 1. Although Interstate 90 will get you into downtown Spokane faster and easier, its detour through Coeur d'Alene and Post Falls leads far away from the funnel's trackage. Idaho's Route 53 and Washington's Route 290 parallel the main line west from Rathdrum right into Spokane. BN's Spokane terminal operations at Yardley and Parkwater, as well as the main line action coming into and going out of the city, require a lot of radio communication. Railfans can certainly capitalize on the chatter heard on Road Channel 1. As westbounds approach Irvin, their engineers must call the Yardley Tower operator for head-in instructions; eastbound engineers call for their head-in near the old UP Tower crossing.

Because of its close proximity to Yardley and Parkwater (where through trains pause to change crews and other trains start or end their runs), the funnel's western portal at Sunset Junction sees the highest concentration of traffic, and therefore is the focus of much attention from the Boyer West dispatcher. Road Channel 1 is rarely silent here.

Burlington Northern's efforts to eliminate many of its redundant and nonproductive main line segments have been documented in the rail press and regional newspapers often in recent years, and the worst of the cutbacks have yet to be seen. No clouds of doom threaten to rain on the funnel's parade, and probably never will. The 6th Subdivision, Spokane Division, is BN's exclusive rail route linking the Pacific Northwest with the railroad's central and eastern half. The line's life expectancy can be calculated from the recent talk of double-tracking the 6th Subdivision from Irvin to West Algoma—not an unreasonable plan considering the 10.2 miles of heavy-duty side track already in place. For now, it's a high speed bottleneck for BN trains, and an occasional pain-in-the-neck for the Boyer West dispatcher, whose radio instructions on Road Channel 1 tell it all: "BN Boyer West to the Extra 6927 East...we're gonna hold you on the double track at East Algoma; looks like number 13's just coming out of Boyer."

"Train 120...hold back of the crossing at Athol; there'll be two more westbounds following number 91."

"Boyer West dispatcher to train 104 at Yardley...you may proceed on signal indication."

And so it goes...on the funnel.

SANDPOINT JUNCTION, IDAHO, sees westbound grain symbol GC5 coming off the line from Conkelley, Montana, on February 7, 1987. Trains on the old NP from Missoula swing in from the right. BN action is concentrated in the "funnel."

HOWARD PINCUS

NEW HAVEN FA1 0401 is lifted off its motorless trucks at Amtrak's New Haven, Conn., shop on August 27, 1987. The trucks were removed and replaced with another set, complete with traction motors, from ex-Amtrak RS3 140 (ex-PC 5562, nee-PRR 8912). The FA, former Long Island "Power Pack" 618 and Penn Central 1330, is owned by the Connecticut Valley Railway Museum of Essex, Conn., which plans to get the unit fully operational.

Photo Line

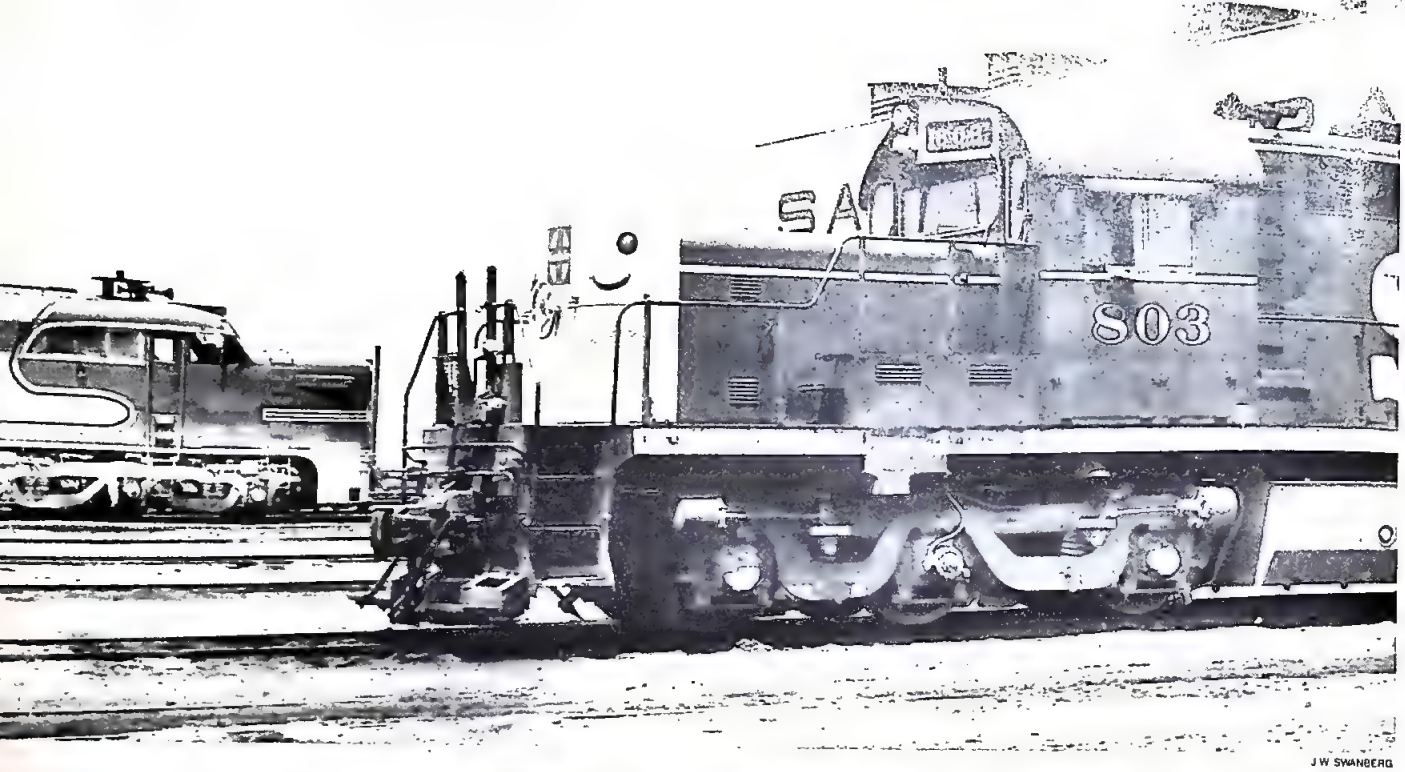
FRED SANKOFF, COLLECTION OF JAY POTTER

TWO PHOTOS, DON WALLWORTH

A FOCAL PLANE SHUTTER on a 4×5 Graphic gives a "leaning forward" look to B&O FA2 807 as it churns westward at 40 m.p.h. with 49 cars at New Castle, Pa., on August 30, 1952 (3:45 p.m., to be exact). The A-B-A Alco set wears the B&O's traditional Royal Blue, gray and gold livery.

Photo Line

TWO PHOTOS by photographer Don Wallworth captured Alco cab units in very different circumstances only a few miles apart. It is a stormy winter day on January 20, 1961, and the Erie Lackawanna merger is only three months old as an Erie PA1 (above) and an E8 try to make up time with a late-running No.6, *The Lake Cities*, at Suffern, New York. The snow covers the nose number, and only "85?" is visible in the side number board. It looks a lot less wintry, even though the date is February 22, 1963, as a lone Lehigh Valley FA1 (left) does some switching at Cranford, New Jersey.



J.W. SWANBERG

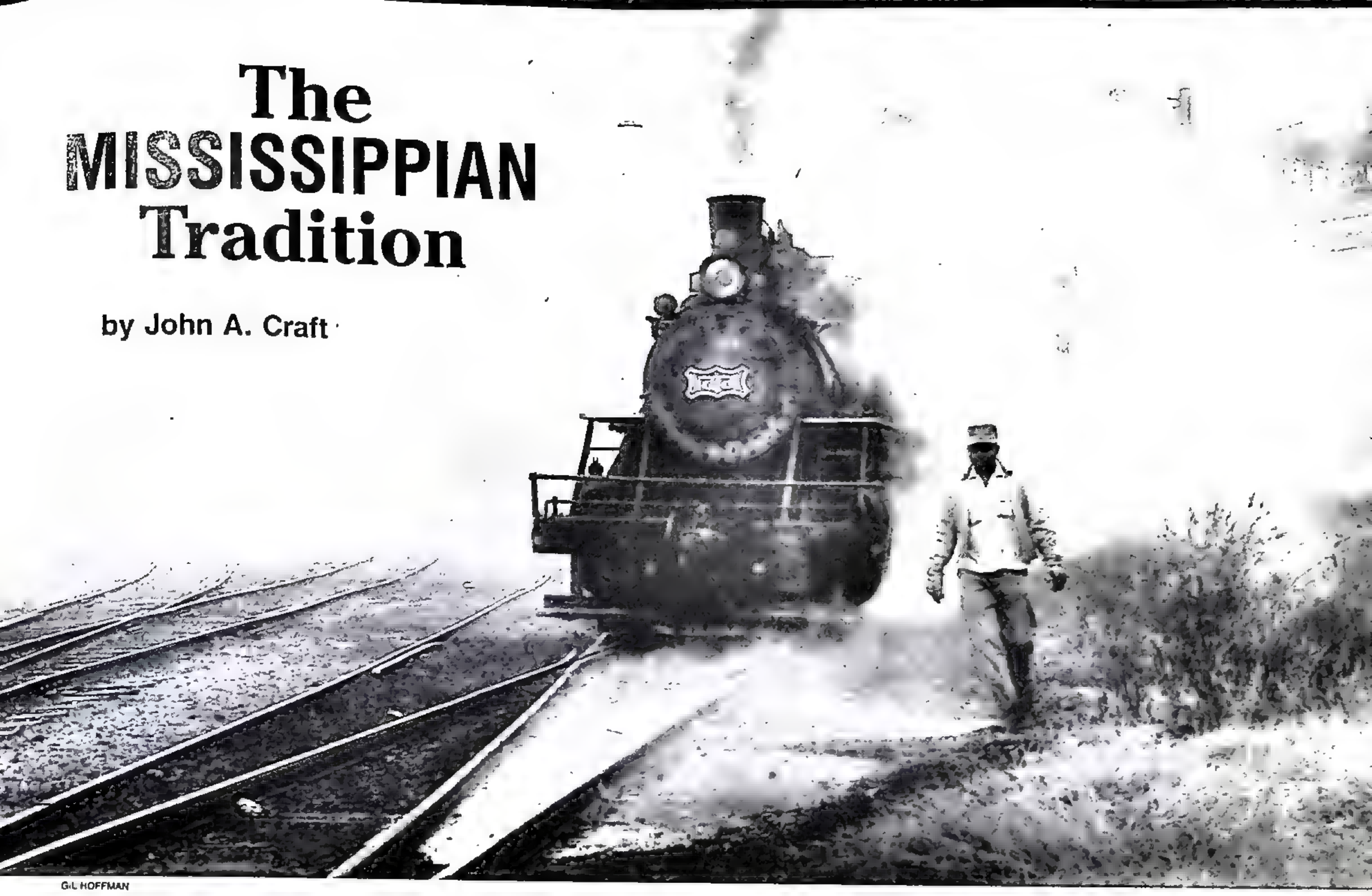
JOHN MARR-OTT

"AND THE WINNER by a nose . . ." Two of Alco's more memorable profiles were poised outside the Barstow, Cal., diesel shop on May 7, 1966. The 803 was one of the very first factory-built low-nose units, arriving on the Santa Fe in black with silver zebra stripes in 1959. A total of 45 RSD15/DL600B's were delivered to the Santa Fe. By 1970 "Alligator" 803 will be renumbered 9803 but will not survive retirement in the mid-1970s. And that PA? With no number visible or recorded, one can only speculate on her fate. A VIA paint job is obviously in the future, however, for Canadian National FPA4 6779, seen here on July 27, 1977, ducking under the Highway 6 bridge at Bayview, Ontario, with westbound mid-afternoon *Tempo* Train No.83.

Photo Line

The MISSISSIPPIAN Tradition

by John A. Craft



GIL HOFFMAN

OUT OF THE MISTS of morning fog, Mississippian 2-8-0 77 goes to work at the engine shop in Amory on October 29, 1964. Note the wooden caboose, complete with markers.

Short lines have a special place in the railroad world, filling local needs that the larger roads cannot economically handle. Most have a personality and a tie to the community that often escapes the main line carrier. This is especially true of the "traditional" short lines, built in the steam era to serve a specific area, in contrast to today's "after-market short lines" created from abandoned segments of larger roads.

A traditional short line of long and honorable heritage is the Mississippian Railway in northeast Mississippi. Operating 24 miles from Amory to Fulton, "The Bentonite Road" gained fame in the 1950s and early 1960s by continuing to operate its two jaunty little Consolidations on tri-weekly freights through the piney woods of Monroe and Itawamba Counties long after the diesel had taken over nearly everywhere else. Inextricably tied to the local economy, the Mississippian has shown a panache and resilience through the years that most larger roads might envy.

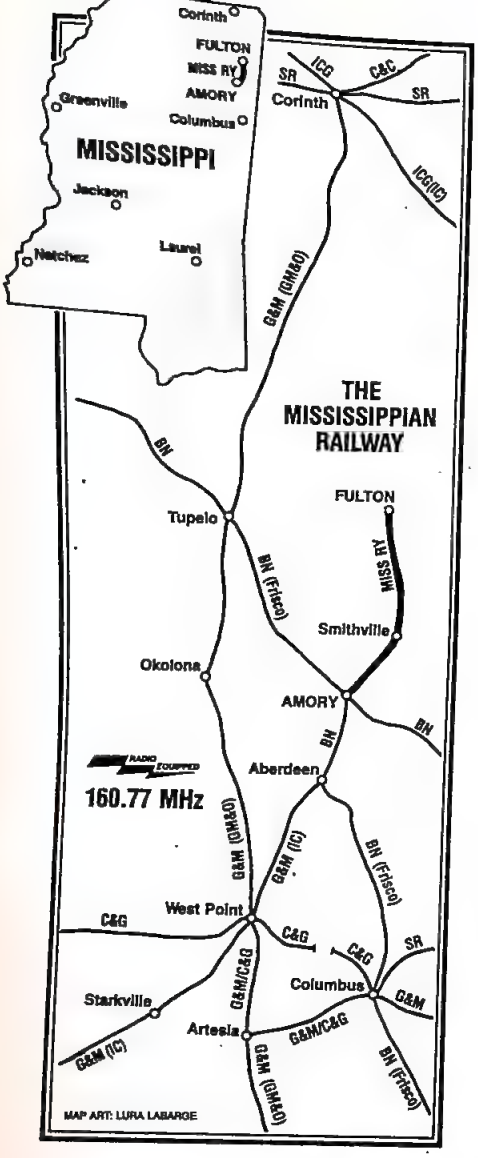
The Mississippian Railway was organized in 1921, and construction was begun the following year, though it would not reach Fulton until 1925. It was the product of a partnership between businessman L.E. Puckett of Amory and John T. Cochrane, who had recently completed the Alabama, Tennessee & Northern (which connected Mobile with the Frisco's Pensacola line which splits off at Amory). The Mississippian was built to haul lumber from the mills in the swamps near Fulton south to a connection with the Frisco's Memphis-Birmingham main line at Amory. En route it passed through the hamlets of Smithville, White Springs (an early resort) and Bean's Ferry. Its only connection with the "outside world" was the Frisco (St. Louis-San Francisco Railway) at Amory, though before the Depression the Mississippian had a northern interchange with the B.H. Baine Lumber Company, and Baine's two Heislers often ran the few miles from the interchange to the mill south of Fulton. Unfortunately, Baine was one of the many logging operations in the South hit hard by the economic hardships of the 1930s.

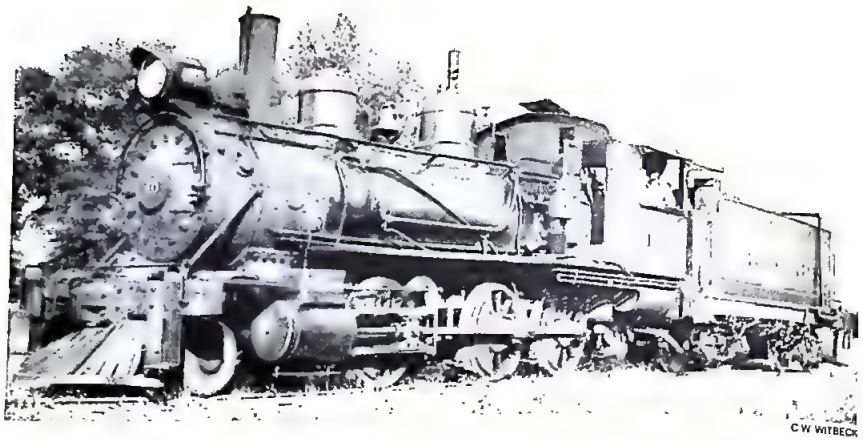
In 1925, the first train to run the entire distance from Amory to Fulton pulled into town behind 2-6-0 661. Built for the South Florida Railway in 1890, she had come to Amory in September 1923 from the Atlantic Coast Line. At the throttle was J.C. "Jake" Carlisle, who would continue to work for the Mississippian until his death, with only a short time away when he worked on the Okolona, Houston & Calhoun City Railroad in nearby Okolona. Unknowingly, Jake was starting a tradition unbroken to this day of Carlisles at the throttle of Mississippian locomotives.

The Mississippian acquired a second 2-6-0, No.10, in 1925 from Cochrane's AT&N, and the two Moguls served together until the 661 was scrapped in 1935. The thrice-weekly trip to Fulton became a family affair with Jake's wife and two sons occasionally seeing duty.

The 10-Spot saw the railroad through the rest of the 1930s, when business was poor and traffic meager. With the 2-6-0 in need of overhaul, 0-6-0 36 was bought from the Mobile & Ohio but proved to be too hard on the track to be used for a road engine. Ten-Wheeler 302 was then leased from the AT&N, but she was returned soon after being caught in a flood of Bull Mountain Creek.

Erbie Lee Puckett, son of founder




C W WITBECK

L.E. Puckett, and two lumbermen from Fulton, J.M. Gibbs and W.L. Kilpatrick, bought out the Cochrane interest in the company in 1940 and tried to breathe new life into their railroad. They actively sought out new on-line business, including a wood products company and a fertilizer distributor. The greatest potential traffic, however, was buried just beneath the surface of the land: bentonite. This colloidal clay is used as a filtering medium in chemical processes and as a binder in foundry molds. By the end of the Second World War, there was a bentonite refinery on the line just north of Amory.

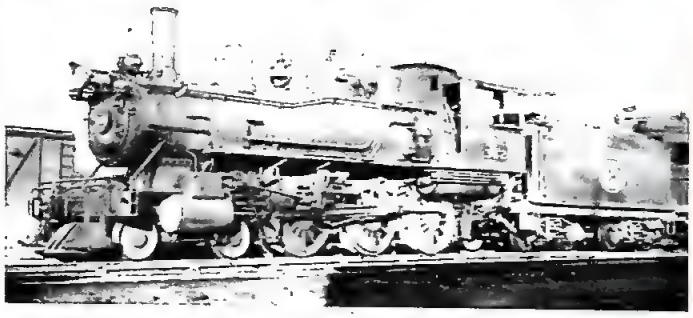
When World War II broke out, the Carlisle boys, Frank and James, were assigned to a railway battalion in India, and their railroading experience was put to good use (James had also worked on the AT&N). Returning to Amory, the boys went to work on the home road and soon found themselves maintaining a couple of new steam locomotives. In 1947 Mr. Puckett bought two small 2-8-0s, numbers 76 and 77, from the Frisco. Built by Baldwin for the Jonesboro, Lake City & Eastern in 1920, the Consolidations had joined the Frisco fold with the JLC&E's other power in 1925 when the SLSF leased the little road. They arrived at Amory at a good time; just weeks after their arrival a major boiler fault was discovered on the 10-Spot, and she was consigned to scrap. With the 2-8-0s on hand, the too-heavy 0-6-0 was sold to Amory Sand & Gravel, where it survived until 1951.

James Carlisle laid claim to the 76, while Frank got the 77 as "his" engine, and every three months the engines would be swapped out. While James' 76 was running, Frank served as conduc-

GIL HOFFMAN

GIL HOFFMAN

CONSOLIDATIONS 76 AND 77 were the power for the Mississippian from 1947 through dieselization in 1967. Ex-AT&N 2-6-0 10 (top left) was acquired in 1925 and is shown at Amory on October 4, 1940. AT&N 4-6-0 302, shown (right) at York, Ala., on June 13, 1946, was leased briefly in the 1930s.



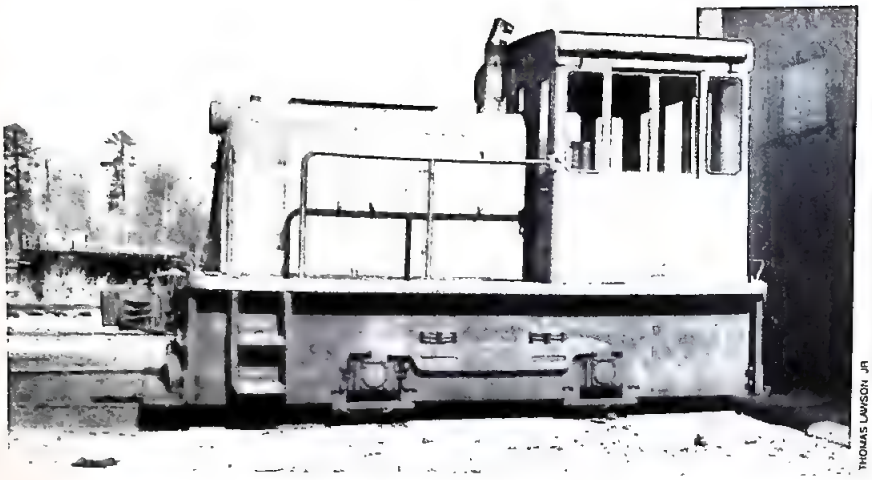
THOMAS LAWSON, JR

COLLECTION OF JAMES CARLISLE

MISSISSIPPIAN 76 was switching the American Colloid plant (far left) on April 28, 1964, and the 77 (top) was at Fulton on March 30, 1965. That kid in the gangway (left) is Buddy Carlisle, with his father Frank nearby and Uncle James in the cab. That is Buddy again (below left) in the Alco with James on December 30, 1985.

JOHN A. CRAFT

MISS RY



THOMAS LAWSON JR

THE FIRST DIESEL on the Mississippian was 25-ton GE Number 1, acquired from Forest Products Chemicals in Memphis. It is shown here at Amory on January 25, 1967.

tor, and vice versa. One fireman, Quinton Stegall, served both engines.

Traffic was enough to require three trips a week to Fulton plus two additional trips to the American Colloid bentonite plant between Amory and White Springs. Large bentonite deposits had been found in the area in the 1950s, and the clay was mined nearby and trucked to the plants (the other was south of Smithville) and processed before being shipped out by rail. Although there was a wye at Amory there was no way to turn at Fulton, and the Mississippian engines were kept facing southward, backing tender-first to Fulton.

It was in the late 1950s that railfans began to take notice of the Mississippian, and soon the Carlisle brothers had audiences nearly every week to watch them switch and run. They gained fame in railfan circles: Frank, the portly, affable brother, always good for a story or cab ride, and James, taciturn, yet friendly. Just as popular with the fans was fireman Quinton Stegall, with his ever-present porkpie hat and shirt tail hanging out—and more than willing to provide smoke action asked.

The three thrilled the crowds with their play in two acts until December 1966, when the 76 was retired. In January 1967 Mr. Puckett bought a replacement for the 76, a 25-ton GE "critter" from Forest Products Chemicals in Memphis. This diminutive beast had been built in March 1945 for Lehigh Portland Cement in Birmingham as its Number 4. It was the first "streamlined" 25-tonner and was subsequently sold to Jefferson Iron & Metal before going to Forest Products Chemicals and the Mississippian, where it became Number 1. Not quite up to the task at hand, the One-Spot was supplanted by a pair of former-Erie Alco S1 switchers, 314 and 321, purchased from the Erie Lackawanna in April 1967. The 77 continued to steam in pile driver service until January 1968.

Wearing a very handsome blue, white, red and gray livery, the diesels arrived with a standard one-note "duck horn." In the first few weeks of service the diesels were involved in an unusually high number of grade crossing accidents. "Folks around here were used to steam whistles and thought that horn was on a truck. They'd drive right out in front of us. Well, nobody drives out in front of the *Panama Limited*, so we called up the IC shop at McComb and got the catalog number of the air horns used on their passenger diesels. They cost an arm and a leg, but we never hit another car once we put 'em on."

By the late 1960s, a nearly-

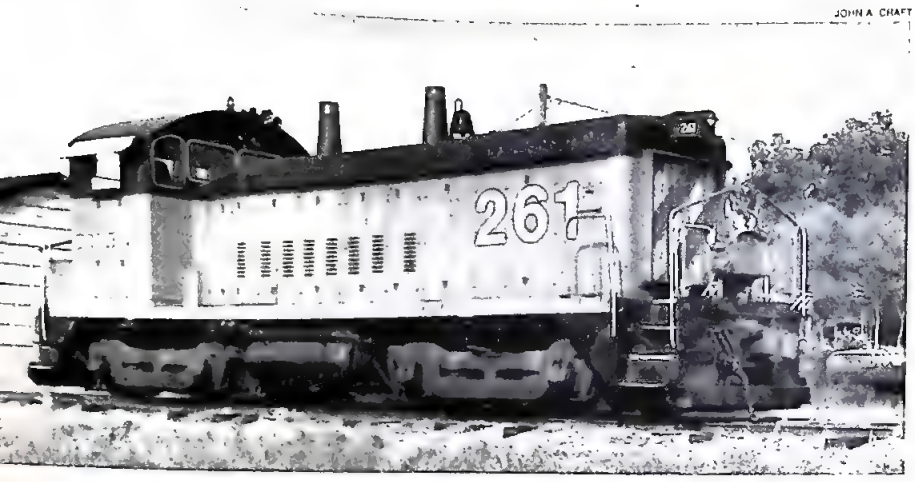
GIL HOFFMAN

VICTOR HAND

A FLASH BLAST caught the 76 on a trestle at Smithville on December 29, 1965. The engine is wearing the white pipe that supplied the pile driver with steam. She was working upgrade from Smithville (left) on April 28, 1964. The 76 was sold to Sloane Cornell and is shown (below) on his Gettysburg Railroad on October 1, 1978, with ex-H&BTM 2-8-0 38 and Chessie 4-8-4 2101.

J.J. YOUNG, JR.

JOHN A. CRAFT



THE PRESENT POWER on the Mississippian is ex-BN SW9 261, shown at Fulton on September 18, 1987, in BN green with "MISSISSIPPIAN" neatly on the cab side.

serviceable steam locomotive was a respected commodity, and the Mississippian's 2-8-0s were both sold to people interested in their preservation. Sloane Cornell of the Penn View Mountain tourist railroad in Pennsylvania bought the 76 in 1967, and it was soon hauling passengers. It is in service today on his Gettysburg Railroad. In 1968 the 77 went to the North Alabama Railroad Club of Sheffield, Alabama, which operated her on a few trips on the Southern before a broken axle and subsequent rod damage sidelined her in 1970.

With steam gone, the Mississippian went largely unnoticed by railfans of the diesel age. The three-times-weekly schedule prevailed even after the road was sold by the Puckett family to the National Railway Utilization Corporation in 1972.

The new company didn't make many friends in Amory. Track was allowed to deteriorate, traffic declined and the local pride dwindled. "MISSISSIPPIAN" became just a name on those bright blue boxcars, not a proud servant of the local economy.

Yet some tradition continued unabated. After graduating from Mississippi State University and a stint on the Columbus & Greenville, Frank Carlisle's son Buddy joined the Mississippian, making three generations of family on the railroad.

Big changes came in the 1980s. Due to construction of the Tennessee-Tombigbee Waterway, in 1984 over seven miles of the Mississippian was relocated with track many a Class 1 would envy. But traffic continued to decline, and in 1985 National Railway Utilization applied to levy a $500-per-car surcharge for freight handled, effectively tripling the tariff. This was seen as a move to discourage traffic and make abandonment proceedings easier. Some shippers in Fulton, however, were undaunted, and working with the Itawamba County Development Council negotiated to buy the line. In October 1986 the sale was completed, and once again pride and home rule were the order of the day. Track was rehabilitated and ex-BN SW9 261 (Frisco 306) was bought to replace Alco 321, which had been the railroad's sole motive power since the 314 broke its crankshaft in 1981. Traffic is up, and the Mississippian is again turning a profit.

The Magnolia State Railway

The most amazing chapter in the story of the Mississippian Railway began in 1980 in the form of the Magnolia State Railway, which was created to operate passenger excursions during Amory's annual "Railroad Festival" and to promote area tourism. Consisting of railfans and railroaders, the group had a broad base of talent to get the job done, including Mississippian veteran James Carlisle.

Leasing three Southern railway coaches to run behind the freshly-repainted Alco switcher 314 in 1980, the Magnolia State began what was to become an annual part of the Amory townscape: train rides in a railroad town. By 1981 they had acquired two ex-IC commuter cars from the Crab Orchard & Egyptian and later operated them out of Fulton.

With the cars on the property and an eye towards increasing area tourism, the members began looking at the possibility of bringing home one of the wayward Consolidations. A trip to Gettysburg to inspect the 76 led nowhere, but the solution was much closer to home in the form of the 77 at Sheffield, Alabama. After a few trips on the Southern, the 77 had damaged an axle and spent the 1970s undergoing a slow overhaul. In 1983 the 77 was reassembled, and retired Frisco general locomotive foreman (and longtime Amory resident) C.V. "Mister Charlie" Knox set

THE MAGNOLIA STATE RAILWAY got under way in 1980 with freshly-repainted Alco 314 pulling the Amory Railroad Festival train on April 5. By August 26, 1984, 2-8-0 77 was back on home rails with the ex-CO&E coaches, shown southbound at Smithville.

TWO PHOTOS DAVID M. JOHNSTON

JOHN A. CRAFT

about tramming the running gear. A lease was drawn up between Magnolia State and the North Alabama club, and in November 1983 the 2-8-0 returned to Amory on a flatcar.

With a new lease on life, the 77 ran again in revenue service in July 1984. Her rebuild had included a new dry pipe and a few new flues, some superheater work and a paint job. She trundled the Magnolia State's two coaches throughout the remainder of 1984, including three very successful night trips for Halloween.

Things really looked bright for the Magnolia State in early 1985. The 77 was again repainted; this time with a hand-painted herald gracing her tender flanks. Charter trips were a booming business—the only problem was finding time to run them, as each volunteer also had a full-time "regular" job. With two more coaches acquired from N.J. Transit, the 77 had a four-car train to haul for her admirers. But the season was cut short when, on June 2, an axle brass ran hot and the 77 wiled away the summer in her stall, awaiting repairs. A new crown brass was poured, and the journal was machined at the Tweetsie Railroad shops in Boone, N.C. The engine was again ready to go for Labor Day, but the 1985 tourist season had escaped the group.

October, however, brought the Magnolia State's trump card: a Railfan Weekend that would see the 77 on a freight consist. Three boxcars and a flat were tucked behind the 2-8-0's tank, and she spent the day doing photo runbys for the gathered crowd. Dennis Barnette was at the throttle with

STEAM AND DIESEL posed at Amory on March 1, 1986, as the 77 was being fired up for a photo freight. James Carlisle was working (below) with "That Cat."

JIM GUNNING

TWO PHOTOS JOHN A. CRAFT

WITH MAGNOLIA STATE lettering on her tender, the 77 performed a photo freight runby at Carlisle Lake on October 5, 1985. A year later, on October 3, Harold Edmonson and Art Bain were touching up the cab and tender respectively, as Nils Huxtable sat in 77's cab contemplating some of John Craft's Becks Beer.

Buddy Stewart on the scoop, and the photographers had the time of their lives—many having seen the 77 on freight in the 1960s.

The 77 finished her 1985 season in November, and the Magnolia State crew began readying her for the FRA inspection that would okay her for 1986. Shorn of her throttle, water column and other appliances, she was pronounced fit for operation and began the 1986 season on yet another freight. Eight fans, many of whom had missed the 1985 weekend, chartered the train for a day and wrapped it up with a night photo session. With that for a debut, the 77 began the 1986 excursion season in earnest, hauling charters and performing for the Amory Railroad Festival in late April. It had been decided to forsake regularly scheduled weekend operation and concentrate strictly on charter trips, so her dance card was not quite as full in 1986 as it had been the year before. But Amory was growing accustomed to the shrill cry of a steam whistle on many a morning.

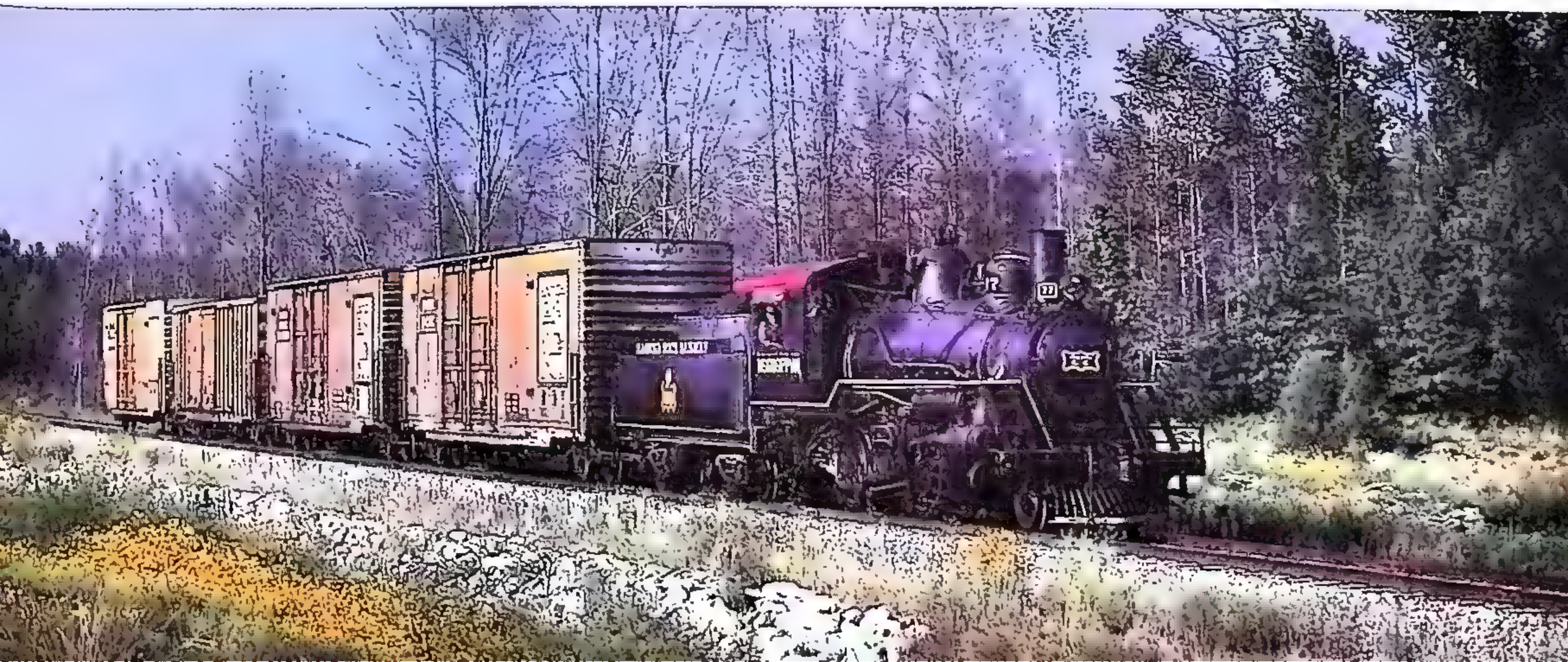
The 1986 Railfan Weekend would have an added twist: the board of directors agreed to repaint the 77 back into her original Mississippian livery, if some way could be found to protect the tender herald from permanent defacement. Other area railfan groups were contacted, and David M. Johnston of the Memphis Transportation Museum made a few suggestions and volunteered to help. The work began in early September, after the Amory folks had researched the project to make accurate stencils for the steam dome, cab sides and tender flanks. Plans were also drawn up to construct a standard Frisco brakeman's "doghouse," which the 76 and 77 had sported during their

THE IMAGES of freight on the Mississippian have been timeless, thanks to railfan photo freights like the one (top) on October 4, 1986. More typical was Alco 321 working Amory on January 3, 1986 (right). In September 1986, however, the Alco burned up a traction motor and the 77 had to take over regular freight service for about two weeks, such as the trip shown (below) southbound at White Springs on September 22. The Alco has since been replaced by an ex-BN SW9.

working years on the Mississippian.

The work was proceeding well when it suddenly came to a halt. The Mississippian's only serviceable diesel, 321, suffered a traction motor fire and was disabled at Fulton on September 12. The railroad had little choice but to lease the

THREE KODACHROMES JOHN CRAFT

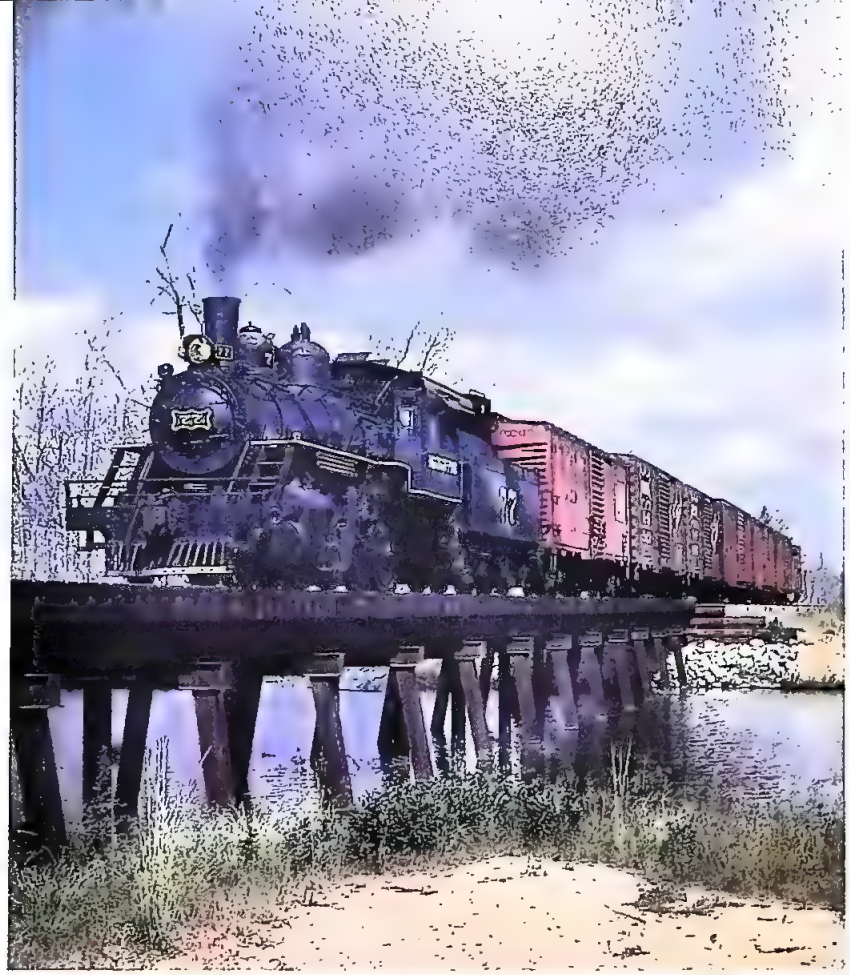


77 from Magnolia State and send it out to rescue the diesel. On September 15, the 77 made her first working freight trip to Fulton in nearly 20 years, switching the familiar industries and hauling the crippled diesel home for repair. She continued in freight service for two weeks before the 321 was again ready for operation on September 30.

With only a week to go before Railfan Weekend, the call went out to the fans attending to "get here early if you can and help us finish up." The brakeman's shanty was done, as was the painting on the steam dome, one side of the cab and the headlight number boards. On Friday morning, October 3, the crew began working furiously on the remaining painting. Throughout the day more help arrived, and by late afternoon the "international paint crew" was doing the final touch-up. David Johnston of Memphis had supervised the tender work; while Harold Edmonson of Chicago; Nils Huxtable and Art Bain of Vancouver, British Columbia; and the Magnolia State volunteers finished up the cab and fine points.

About that tender repaint: To abide by the board's request to protect the hand-painted herald, large sheets of vinyl contact paper were applied over the herald, and the entire tender was then painted black before the "7"s were reapplied. When finished, the contact paper was all but invisible, and no complaints were heard from the photographers.

Sundown, October 3, 1986, found "Mississippian 77" ready for action again for the first time in 18 years. The



KODACHROME: JOHN CRAFT

OCTOBER 4, 1986, found the 77 restored by railfans to her authentic Mississippian appearance for a chartered photo freight, shown on a trestle near Smithville. That night she posed at the shop with veteran engineer James Carlisle in the cab.

4 x 5 EKTACHROME JOHN CRAFT

fire was lit at 1:30 Saturday morning, and when the "road crew" of James Carlisle and Buddy Stewart arrived at 5:30, she was hot and ready. The fans were picked up at Smithville, and the 77 spent the morning doing her "Challenger imitation" by setting lineside fires during the photo runs.

Ed Coker of Amory's Park Hotel & Restaurant set up his portable kitchen at Mount Peak and treated the photographers to Southern fried chicken and iced tea for lunch. Even the engine crew got a chance to lunch and chat with the fans. The afternoon brought more photo runs, and upon arrival back at Amory a night session turned the calendar back again.

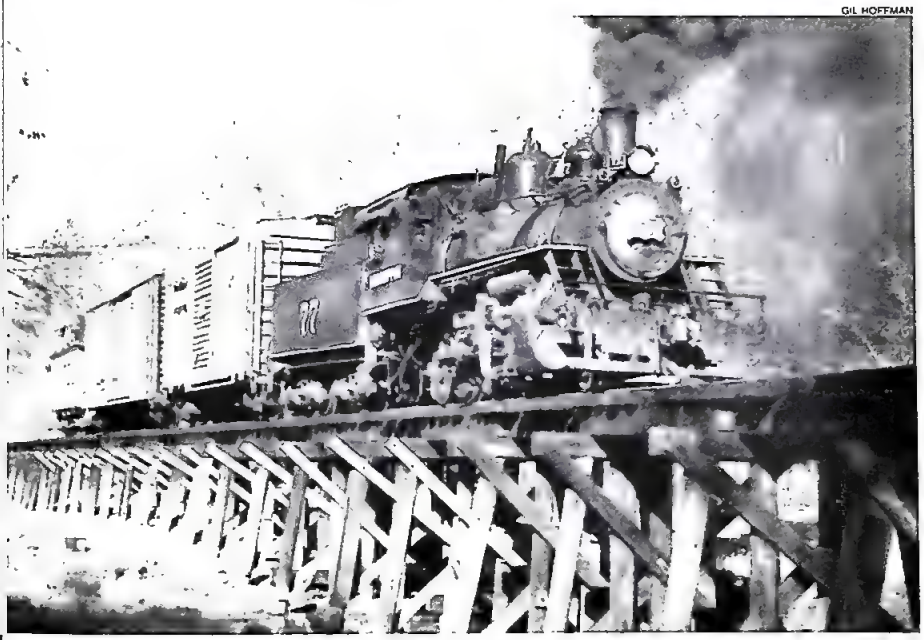
Sunday was rainy—the first day in all the freight operations to be so—and fans had to settle for a shortened series of runbys before finishing the day at Smithville. Several fans chased the train back to Amory in the drizzle and watched as the little Consol was put to bed.

No one knew she would not run again on the Mississippian.

In April 1987 the North Alabama Railroad Club sold the 77 to Kenneth Riddle of Decatur, Alabama. As with many financial decisions, the reasons for the sale were complex, involving both Magnolia State and the North Alabama club. In simplest terms, the North Alabama club decided it should sell the 77 and offered it first to the Magnolia State group. Running a railroad with a $1 lease, volunteer labor and donated coal is one thing, but buying a locomotive outright is something else again. In the end, considering volunteer participation, ridership and other factors, the decision was made to return the engine to North Alabama, who had other sale prospects lined up. The engine went to her new owner in the spring and has since been leased to the Huntsville (Alabama) Depot Board and renumbered 9 for excursions on the former-NC&StL.

So the Mississippian's second steam era came to an end. But just one last time the town saw the familiar 2-8-0 waddling toward Fulton with a mess of freight cars, tender-first through the weeds, with a Carlisle at the throttle. It was a fine tradition to recreate.

GIL HOFFMAN



COMPARE THE IMAGES of the 77 here on Bull Mountain trestle on November 29, 1963, with the October 4, 1986, photo freight. Who says you can't turn back the clock?

The Mississippian continues

Frank Carlisle died in 1981, and James retired in May 1987. But Buddy Carlisle still runs the three-times-weekly train to Fulton and back, and James' grandson Brian has often been seen riding in the locomotive cab. And thanks to the Magnolia State excursions, four generations of Carlisles have ridden on Mississippian steam locomotives.

Panache, class, personality: all describe the men and the Mississippian. For now, it seems the tradition will continue.

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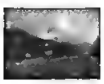

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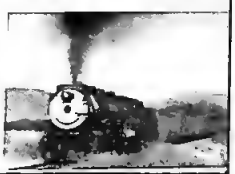

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IRM 1987 Railfan Weekend

by Jim Boyd

KODACHROME 64 PHOTOS BY JIM BOYD, EXCEPT AS NOTED

MIDWESTERN MEMORIES were recreated by day and night at Illinois Railway Museum's 1987 Railfan Weekend. Stainless steel C&S E5 9952-A headed up the articulated *Nebraska Zephyr* consist alongside C&NW GP7 1518 and Milwaukee Road F7 118C at Saturday's night session. Earlier that day Frisco 1630 approached Karsten's Crossing.

"This has to be the best kept secret in railroading!" That was Mike Del Vecchio's reaction after about three hours of the annual Labor Day Railfan Weekend at the Illinois Railway Museum. On this particular Saturday (September 5, 1987), we had already photographed a Frisco Russian Decapod on a heavyweight passenger train, a Milwaukee Road E9 on a commuter consist and a three-truck Shay dragging cabooses around trolley curves, plus more interurbans, streetcars and el cars than you could keep track of on both the main line and trolley loop.

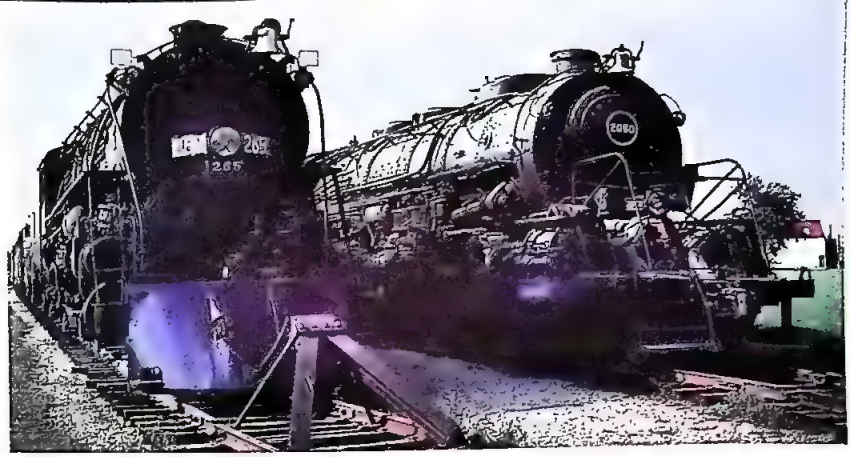
Meanwhile, the world's first Geep (C&NW GP7 1518, the EMD prototype 922) was shuffling equipment around one of the carbarns, and a crew was working to fire up a Fairbanks-Morse H20-44 (Southwest Portland Cement ex-UP 1369) for the first time in two years—it lit right off the next day with less smoke than a typical Milwaukee Road switcher at Savanna.

The Illinois Railway Museum in Union, Illinois, (about 50 miles west and slightly north of Chicago) has come a long way since I first encountered it in

KODACHROME MIKE DEL VECCHIO

NIGHT PHOTO LIGHTING BY JIM BOYD, JOHN McKELVEY, HAROLD KREWER, DAVE PHILLIPS AND NICK KALLAS

62 as a handful of streetcars in a laundry lot behind the North Shore line's Pettibone Shop at North Chicago. In 1964 they bought a cornfield on the old Elgin & Belvidere interurban right-of-way at Union and built from scratch what has become one of the biggest and finest railroad museums in the world. Envisioned initially as a trolley museum, they soon had a steam department and became one of the first organizations to actively preserve diesels. Today the collection includes very significant pieces in all three categories, as well as everything from a horsecar to a working trolleybus. And a surprising proportion of their over 200 pieces of equipment is stored indoors in the five immense and utilitarian pole barns that dominate the property. Inside are static displays that range from fragile old



THE BIGGEST steam engines in the IRM collection are N&W Y3 2-8-8-2 2050 and Milwaukee Road 4-8-4 265. Normally kept indoors, both were moved outside for Railfan Weekend. Internal Combustion Department head Dave Dote was running the E5 (opposite center) on Labor Day; "photo cars" were run to a main line siding to give fans opportunities for lineside runbys of the diesel and steam trains.

THE SAME STAGE with different actors: For Saturday's night photo session, Milwaukee Road E9 37A (opposite top) lined up with C&NW GP7 1518, and Sunday found the Frisco 2-10-0 teamed up with Tuskegee 2-6-2 101 and South Shore car 34 (opposite bottom) alongside "Little Joe" 803.

KODACHROME: MIKE DEL VECCHIO

WHAT DO YOU DO with a Shay in the flatlands? If you can't find a hill to climb, then bend it around trolley curves to the delight of caboose-loads of passengers. The St. Regis Paper Company three-trucker also posed with hoppers on the tightest curve for Sunday's night session.

streetcars to a pristine DT&I 4-4-0 and all sorts of projects in various stages of restoration. Wandering through the barns will turn up such diverse treasures as a GN&A 2-6-0, an ex-DL&W Ingersoll-Rand boxcab diesel and an Illinois Terminal interurban sleeper. Outdoors were a Milwaukee 4-8-4 and N&W Y3 2-8-8-2, an MN&S centercab Baldwin and the last-built Lima diesel switcher.

The Labor Day Railfan Weekend is one of the special occasions where a heavy schedule and unusual variety of equipment is operated, but all of the equipment is on display or operating at different times throughout the year. Take the opportunity to see for yourself. And don't forget Labor Day Railfan Weekend in 1988!

ILLINOIS TERMINAL suburban car 415 (the first piece of equipment to operate at the Union site, July 17, 1966) was pulling up to the Barn 8 Stop on Saturday. That evening the three big Insull interurbans (**top**) were represented at the night session by CA&E 431, CSS&SB 34 and CNS&M 714 and 251. Driver Jim McAlpin was genuinely distressed (**below**) when his Chicago Surface Lines 1943 White bus got stuck in the mud while being turned around for the Sunday night session. However, we did manage to work it into a pose with the CSL "Red Rocket" Pullman streetcar 144.

BY JIM BOYD

BURLINGTON NORTHERN E-units were lined up in the old CB&Q coach yard south of Chicago's Union Station on September 11, 1987, as Amtrak's *Southwest Chief* backed into the station.

Where the E's are

Mike Del Vecchio and I took advantage of a weekend engagement at the Illinois Railway Museum over this past Labor Day to get in a week of railfanning in the northern Illinois and Chicago areas. The trip was a combination of business and pleasure that ended up involving a lot of driving, long hours and some very satisfying train chasing. By being in the Midwest that week, however, we would miss the "Farewell to the E8s" excursion and ceremonies back home on N.J. Transit on September 13, (see page 46). To compansate for that loss, we were determined to check out the last two E-unit fleets still running in regular service in the U.S.: Chicago Metra's C&NW operation and the magnificent Burlington Northern service to Aurora.

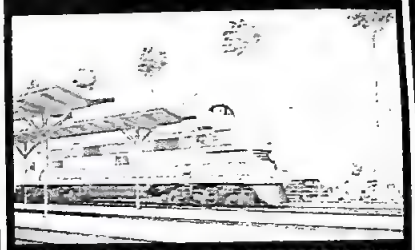
As you can tell from the preceding color spread, the Labor Day Railfan Weekend at IRM got us off on a good start with E-units, photographing and riding the elegant CB&Q/C&S E5 on the articulated *Nebraska Zephyr* consist and a work-a-day Milwaukee E9 on a commuter consist (albeit with Rock Island cars). With only one of its twelve-cylinder 567 prime movers operating, the E5 sounded only half there, though it had no trouble handling the train to IRM's 40-m.p.h. track speed. The E9 had both of its 567s on line, however, and put on a memorable sound show (the 37A was one of six E9s built in 1961 specifically for Milwaukee Road suburban service with Cummins HEP units right out of La Grange). The HEP unit was, of course, not running at IRM, and the "pure" sound of the engines was a real delight—that mellow throb only an E-unit can produce.

The Burlington Northern E8s/E9s were rebuilt by Morrison-Knudsen between 1973 and 1978 with 645 power assemblies and auxiliary HEP units, so their sound is not quite as pure. But on the three-track ex-CB&Q main line at 70 m.p.h., it takes a real nit-picker to quibble. Rush hour at La Grange is as impressive as ever with the expresses chasing each other's markers up the middle track at breakneck speed while the locals ease in for the station stops and depart in a flurry of classic EMD passenger-engine sound. There were moments when we could see as many as five headlights and/or markers at the same time.

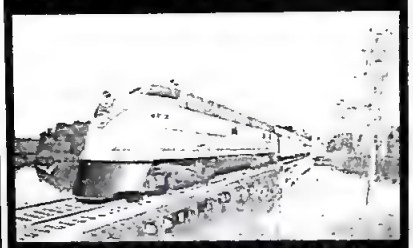
The BN units are owned by the West Sub-

FLORIDA MEMORIES

Storm Warning. Under darkening skies, Florida East Coast engine #153 crosses the turbulent Bahia Honda channel. Next stop—Key West.



A Jacksonville Memory. A misty morning vision of Florida East Coast's Champion and the glory days of the Jacksonville Terminal.



Crossing the St. Johns. The lush Florida wilds frame the passage of the regal purple and silver Atlantic Coast Line Champion.

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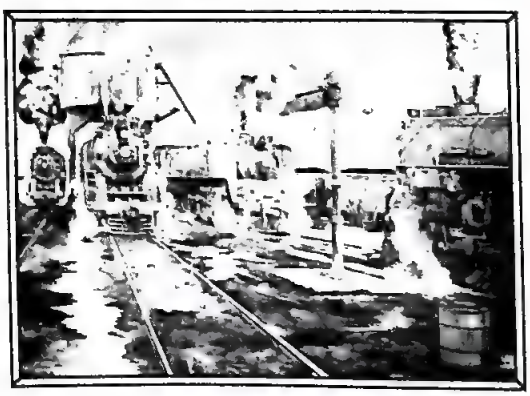

JIM BOYD

METRA E8 518 was backing into North Western Station at Clinton Street on September 11, 1987. This signal bridge was inoperative, though others nearby were in use.

urban Mass Transit District and leased to BN which operates them for Metra. At 25 units, it is the last and largest pure E-unit fleet left in the world. It is made up of all former-CB&Q units, 9900-9908 being E8s and 9910-9925 being E9s. The trains are all push-pull bilevels, and the units are kept facing west, so the BN is definitely an afternoon show for photography, with neat and distinctive stations ranging from the imposing arches of La Grange Stone Avenue to the quaint gingerbread of Highlands.

[illegible] coach yard at 14th Street [illegible] Chicago hasn't changed much [illegible] days, at least at the south end where the units await rush hour in an impressive side-by-side lineup. But for sheer immensity of scale, the lay-up yard in Aurora is without equal. The trains no longer go into the old downtown depot but terminate at a new station where the old roundhouse and shop used to be (the shop where the CB&Q built the first dome car). The storage yard just east of the depot appears to be about 15 tracks wide, and the evening we were there you could stand in one place and see 13 live E-units lined up on their trains. That's more E-units than a lot of well-known railroads had on their glory-days rosters!

Chicago's other E-unit habitat is Metra's former-Chicago & North Western lines fanning out of North Western Station. Swarming with F40s in light blue and brown RTA and dark blue and red Metra liveries, the C&NW lines are also bilevel push-pull operations with the units facing west and north. While Metra rosters about ten ex-C&NW E8s, there seems to be only three or four in service at any given time. We watched one

Switch List

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1988 RAILROAD CALENDAR with 14 B&W photos of Reading Co. and its predecessors. Printed by Crusader Printing with spiral bind. Ssend $5.50 ppd. to: Pottstown & Reading Chapter NRHS, PO Box 94, Shillington, PA 19607. 1287

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ev ing [illegible] near Clinton Street Tower w re we could see all arrivals and departures on both the north and west lines and saw three RTA-colored E8s (510, 513 and 5[illegible]), all of which were running northward. At least one unit, 514, was painted Metra "carrot-top" colors, but we didn't see it. The North Western show isn't as "intensely E-units" as the BN, but it is definitely worthwhile. And incidentally, those incredible semaphore-laden signal bridges at Clinton Street are worth a trip in themselves. They are every bit as impressive as the long-departed seamphores at Jersey City or Boston's South Station.

We're all friends

On our Labor Day trip to the Midwest, we bumped into Editor Mike Schafer of *Passenger Train Journal* at the home of our mutual friend Mike McBride in Dixon, Illinois. "Where will you be staying in Chicago next week?" Mike asked. When we said we didn't have any specific plans, Mike offered us the use of his house in Park Forest. PTJ is in the process of moving its offices back to Waukesha, Wisconsin, and Mike noted that

next month in RAILFAN & RAILROAD

● GREYHOUNDS OF THE OVERLAND TRAIL: With Union Pacific 4-8-4 8444 now in the 1947 two-tone gray livery, Ross Grenard gives us a look at the lore of the UP's gray engines.

JANUARY 1988 ISSUE ON SALE DECEMBER 1

LACKAWANNA & WYOMING Valley Railway Historical Society 1988 Railway Calendar. Color cover and 12 black and white photos of rail, transit and traction on Northeastern Pennsylvania. 11 X 17, $3.95 postpaid via 1st Class Mail (includes 17¢ state tax). Calendar, Dept. RR, PO Box 1152, Scranton, PA 18501. 288

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...be empty so we could come ...ard. We accepted the offer ...later in the week.

...was Mike during this time? Setting up the new office at Waukesha and staying at the home of his old friend Kevin Keefe, the new associate editor of *Trains Magazine*! As I say, we may be competitors, but we're also friends.

The Belt Alcos

Probably the most notably rare freight units that live in Chicagoland are the Alcos on the Belt Railway of Chicago. While nearly everybody knows about the six Century 424s, the unit that caught us by pleasant surprise was the 420. Not a Century 420, but Alco S6 switcher number 420. Somebody back in Jersey had mentioned that the Belt had a "T6" that usually worked the west end of Clearing Yard, so we were not caught totally by surprise. The unit was right where we were told it would be, working the CSX piggyback terminal at the west end of Clearing, but finding it was pure luck, for just seconds before the sun came out from behind that one irritating little cloud, the 420 shoved into the pig terminal and played hide-and-seek with us for the next two hours, keeping skillfully out of view. That's why the color shot here is a "bright overcast" view.

We had better luck with the C424s. Having no time to fully explore the Belt and knowing no "local guide" to the area, we were again just plain lucky. Two of the C424s (601 and 603) were at the shop, and we managed to catch the 605 and 602 coming back into Clearing in mid-afternoon with the Proviso Job. Having seen the C424s around noon at

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KODACHROME, MIKE DEL VECCHIO

C&NW's Proviso Yard on many occasions in the past, we were looking in the right place when they showed up. Local fans later told us that the road Alcs are also often seen on a day job east to B&O's Barr Yard (we had observed one Belt job at Barr earlier that day with EMD switchers in charge). There were two C424s that we couldn't account for, so they were likely on some job east out of Clearing on the day of our visit. The engineer of the Proviso Job obviously knew what railfans liked about Alcos, and as he got the highball to enter the yard, he pointed to the stack and then skinned back the throttle. You can see the results for yourself.

Jim

TWO ALCO C424S put on a good show on September 10, 1987, as they brought the Belt Railway of Chicago's Proviso Job into the west end of Clearing Yard. Nearby, BRC's last Alco switcher, S6 420, was working the CSX piggyback ramp.

KODACHROME, JIM BOYD

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KODACHROME: JAMES E. ODELL

GP59 DEMONSTRATORS EMD 8 and EMD 9, owned by Norfolk Southern, were on the D&H in August before going to the Santa Fe for display at Topeka and then on to La Grange for some minor maintenance and modification. They were on train POPY westbound at Cobleskill, N.Y., on August 16, 1987.

Railnews

KODACHROME: CHARLES SPERLAK

ESCANABA & LAKE SUPERIOR repainted one of three recently-acquired ex-Conrail GP38s into their GN-inspired livery for an August 29, 1987, excursion with Baldwin RS12 300 from Green Bay to Crivitz for the Lake Superior Museum of Transportation. The train is seen here at Stiles Junction.

KODACHROME: RANDY NELSON

SISKIYOU LINE semaphores at Oakland, Ore., (left) bracketed the SP Oregon & California Gold Spike Centennial special on August 25 on the three-day trip from Portland to Ashland, Ore. This was the first passenger train on the Siskiyou Line since 1979.

KODACHROME: STEVE SEDAKER

KALAMAZOO, LAKE SHORE & CHICAGO shows off its colors on its AT&SF rebuilt Geep at Lawrence, Michigan. See page 46.

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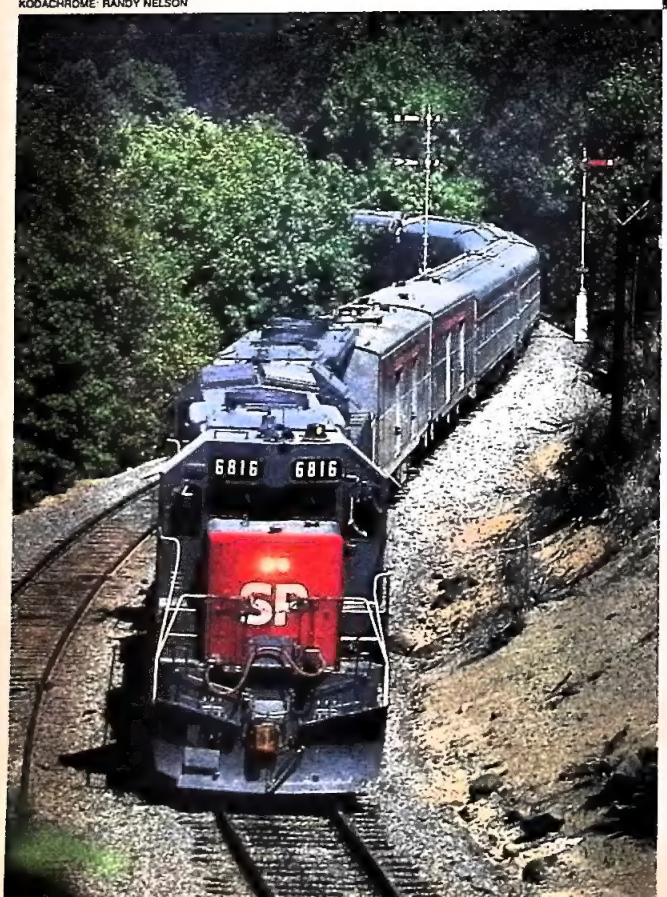

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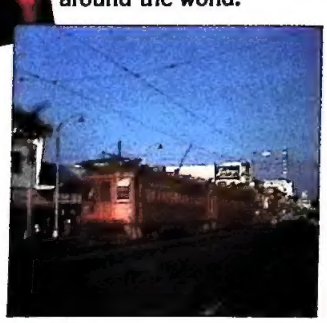

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